



EIGHTEEN

GRAND AUTUMN TRIPS.



SEPTEMBER, 1888.



Autumn Tour through the Yellowstone National Park and Across the Continent.

W. RAYMOND,

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SEPTEMBER, 1888.

- Autumn Excursion No. 1, August 28-September 1.**—The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 5-10.
- Autumn Excursion No. 2, September 3-13.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, Fabyan House, a night on the summit of Mount Washington, Crawford House, and Mount Willard. See pages 11-18.
- Autumn Excursion No. 3, September 3-14.**—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Rutland, Vt. See pages 19-26.
- Autumn Excursion No. 4, September 4-12.**—Montreal, St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. See pages 27-34.
- Autumn Excursion No. 5, September 4-13.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, Fabyan House, a night on the summit of Mount Washington, Crawford House, and Mount Willard. See pages 35-38.
- Autumn Excursion No. 6, September 4-14.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, The Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Rutland, Vt. See pages 39-43.
- Autumn Excursion No. 7, September 4-10.**—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume, Pool, etc. See pages 44-48.
- Autumn Excursion No. 8, September 5-13.**—Isles of Shoals, Mount Desert, Moosehead Lake, Mount Kineo House, Old Orchard Beach, etc. See pages 49-55.
- Autumn Excursion No. 9, September 10-15.**—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 56-60.
- Autumn Excursion No. 10, September 11-15.**—Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 61-64.
- Autumn Excursion No. 11, September 11-15.**—The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 5-10.

Autumn Excursion No. 12, September 11-22.—The Lehigh Valley, Mauch Chunk, Switch-back Railway, Glen Onoko, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. See pages 65-71.

Autumn Excursion No. 13, September 11-22.—Hudson River, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Fabyan House, White Mountain Notch, etc. See pages 72-78.

Autumn Excursion No. 14, September 12-19.—New York, Hudson River, Albany, Niagara Falls, Saratoga, and Hoosac Tunnel Route. See pages 79-82.

Autumn Excursion No. 15, September 12-22.—Hudson River, Albany, Niagara Falls, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., Stowe, Vt., Summit of Mount Mansfield, etc. See pages 83-88.

Autumn Excursion No. 16, September 18-24.—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume, Pool, etc. See pages 44-48.

Autumn Excursion No. 17, September 24-October 6.—New York, Philadelphia, Baltimore, the Battlefield of Gettysburg, Blue Mountain House, Shenandoah Valley, Caverns of Luray, Natural Bridge of Virginia, James River Valley, Richmond, Va., and Washington, D. C. See pages 89-109.

Autumn Excursion No. 18, September 25-29.—The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 5-10.

Last Excursion to the Yellowstone National Park, and Tour across the Continent, leaving Boston September 10. See pages 110-115.

Last Excursion to the Rocky Mountains and "Around the Circle" in Colorado, leaving Boston September 10 and October 9. See pages 116, 117.

Grand Transcontinental Tour to the Pacific Northwest and California, leaving Boston October 8. See pages 118-120.

Two Autumn Trips to Southern California. See pages 121-123.

Nine Grand Winter Trips to California. See pages 124-128.

Two Tours through the Southern States, Mexico, and California, leaving Boston January 14 and February 11. See pages 129-131.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington St. (opposite School St.), Boston, Mass.

EIGHTEEN AUTUMN TOURS.

OUR early autumn prospectus includes eighteen attractive excursions. Many famous pleasure resorts, a diversity of picturesque routes, and numerous places of historic importance are comprised in the list. New and interesting combinations of routes and resorts are presented, together with the most popular of our standard trips. Among the many places to be visited are the White, Green, and Adirondack Mountains; Lakes George, Champlain, Memphremagog, Moosehead, and Placid; the Hudson, St. Lawrence, and Saguenay Rivers; Niagara Falls, Trenton Falls, Saratoga, Ausable Chasm, Mauch Chunk, Watkins Glen, the Thousand Islands, the Isles of Shoals, Mount Desert, and Old Orchard Beach.

There is a numerous array of low-priced tours. These, it should be added, are carried out with all the care and elaborateness of detail that have made our excursions in previous years so markedly popular. They have been arranged with a view to meeting the wishes of a large number of our patrons who find it inconvenient to absent themselves from home or business ties for the time required in the longer excursions, or who desire to make a short tour, occupying only a part of their vacation season. From year to year our excursion routes have been extended and perfected, and improvements have been made in many minor details. We shall continue the same course, broadening the advantages of tourist travel and presenting in connection therewith the best possible service. Our system of conducting excursions is now thoroughly understood and appreciated by the best class of the traveling public. It is everywhere recognized that, while our tours are cheap beyond all possibilities in the cost of individual travel, they are in no sense cheapened in the arrangements, which are always made to insure thoroughly, first-class accommodations.

A feature of our excursion system which must especially commend itself is this: While the traveler secures many little comforts and attentions that could not otherwise be had, he does not subject himself to any special or ostentatious display, which would naturally be obnoxious to persons of quiet tastes. Members of our parties move from place to place as private travelers, and are received at hotels as private guests, with the added advantage of having their special wants studied and provided for in advance. In the cars they form a select company, and are relieved of the annoyance of being placed in proximity to strangers, and, as it often happens in the common way of traveling, undesirable people. All details regarding engagement of rooms, cars, carriages, meals, etc., are previously arranged, and the passenger is left to the full enjoyment of his journey, with the knowledge that the business part of the excursion is in competent hands, and that every matter pertaining thereto will receive prompt attention. Attentive and experienced conductors accompany every party. Ladies traveling alone can join our tourist parties with the same degree of security that would attend them in case they chanced to be under special escort. They are entirely relieved from the ordinary cares, responsibilities, and petty annoyances of traveling. Particular attention is called to the announcements of autumn excursions to the Yellowstone National Park, Colorado, and the Pacific Coast; and to our preliminary announcements of winter and early spring trips to California, and of two excursions through Mexico.

In sending names for registration, please be particular to designate plainly the number, as well as the date, of the excursion chosen, and also to give full name (middle initials if any), stating whether "Miss" or "Mrs." in the case of ladies, and correct post-office address.

Autumn Excursions Nos. 1, 11, and 18, 1888.

Leaving Boston Tuesdays, Aug. 28, Sept. 11, and 25 ; and Returning Saturdays, Sept. 1, 15 and 29.

A Five Days' Tour through the WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest,
with visits to the Profile House, the Fabyan House, the Crawford House,
North Conway, etc., a Night on the Summit of Mount Washington,
a trip through the White Mountain Notch, Carriage Ride up
Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included), \$32.50.

Price of Tickets for Children between the ages of 5 and 12 years, \$20.00.

THE beautiful White Hills of New Hampshire are even more popular with the tourist public in the autumn than in summer. The forests then assume their most gorgeous tints, and the crisp, pure air of the mountains gives fresh zest and enjoyment to traveling. Several of our early autumn excursions will be devoted wholly or in part to the White Mountains, three of the series coming under the head of "Short Tours," inasmuch as the grand round of the mountain hotels and chief points of interest is accomplished in five days. The extension of railways over routes that were formerly traversed by the slow stage-coach has made even the remote mountain sections accessible, the time occupied in going from point to point being numbered by hours instead of days.

The dates of departure from Boston are Tuesdays, August 28, September 11, and September 25. The train will leave the station of the Boston & Lowell system on Causeway street at 9.30 A. M., and go northward through Woburn, Lowell, the Merrimac Valley, Nashua, Manchester, and Concord, along the picturesque shores of Lake Winnepesaukee, and thence up the Pemigewasset Valley to Plymouth. Dinner will be provided at the Pemigewasset House; and the journey will then be continued over the Pemigewasset Valley Branch to North Woodstock, from whence there will be a stage transfer to the Flume House and Profile House. A halt will be made at the Flume House, in order to visit those great natural wonders, the Flume and Pool. The former has been carved from the solid rock by a little stream that descends from between Flume Mountain and Mount Liberty, and the latter is on another small stream tributary to the Pemigewasset.

Persons who desire to remain over night at the Flume House can do so, continuing their journey to the Profile House the next forenoon. The ride up through the Notch is delightful. The traveler passes on the way the beautiful Profile Lake, which mirrors the rugged steepes of Profile Mountain, and the "Great Stone Face," which looks down from its lofty place, 1,800 feet above its placid surface. The best view of the famous profile is obtained from the stage road. In a delightful nook just above the lake, is the celebrated Profile House, while at a short distance beyond is Echo Lake. The hotel is situated upon a little plateau nearly 2,000 feet above the sea, while all around rise the bold fronts of mountains from 1,500 to 3,000 feet higher.

The several parties will remain at the Profile House until Wednesday afternoon, and then proceed over the Profile & Franconia Railroad, a narrow-gauge line, to Bethlehem Junction, and from thence over the Boston & Lowell Line and the Mount Washington Railway to the summit of Mount Washington, where Wednesday night

will be passed. This is a novel trip, as the visitor is carried upward by rail, oftentimes through the clouds, to the very doors of the loftily perched hotel. The mountain is 6,291 feet above the level of the sea, and the highest peak east of the Rocky Mountains and north of the topmost summits of North Carolina. The views are indescribably fine, and the spectacles of a sunset and a sunrise are especially grand. At the summit will be found a large hotel, the Mount Washington Summit House; a station occupied by the United States Signal Service observers; an observatory erected by the United States Coast Survey; a printing-office, from which is issued a bright and entertaining daily paper, appropriately denominated *Among the Clouds*; railway buildings, stables, stage office, etc. The mountain top will be reached before sunset.

Leaving the summit at 7.00 A. M., the parties will descend the mountain by the railway, and proceed, *via* Fabyan's, to the Crawford House. The latter establishment is situated at the head of the picturesque White Mountain Notch, and is one of four great mountain hotels of which Messrs. Barron & Merrill are the proprietors. It is under the management of its resident proprietor, Mr. C. H. Merrill, who is also manager of The Raymond, at East Pasadena, Cal. Among the various points of interest hereabouts are Mount Willard, Beecher's Falls, Gibb's Falls, Flume Cascade, Silver Cascade, "Idlewild" (a charming retreat on the farther side of Saco Lake), Merrill's Spring, and Hitchcock's Flume on the side of Mount Willard. There will be a carriage ride to the summit of Mount Willard Thursday afternoon. This mountain stands at the head of the Notch, and its southern face is a sheer precipice of 1,000 feet or more. The view from the top down through the Notch is exceedingly grand.

Friday morning there will be a journey down through the Notch, over the Portland

& Ogdensburg Railroad, in observation cars. The scenery along this part of the line is very picturesque, the road running along the steep cliffs in front of Mounts Willard and Willey. Three miles below the Crawford House, the Willey House is seen in the valley below the railroad. It was near this house that the Willey family lost their lives in the great landslide of Aug. 28, 1826, while their dwelling was preserved from injury. Friday afternoon will be passed at North Conway, the party making its headquarters at the pleasant Kearsarge House, which is delightfully situated near the village and within convenient distance of all the neighboring attractions. Leaving North Conway Saturday morning, *via* the Boston & Maine Railroad, Northern Division, the party will proceed to Boston, arriving shortly after 1.00 P. M.

The following is the detailed

ITINERARY.

TUESDAY, August 28, Autumn Excursion No. 1.	} Leave Boston from the station of the Boston & Maine Railroad Company's Boston & Lowell system, Causeway street, at 9.30 A. M.
TUESDAY, September 11, Autumn Excursion No. 11.	
TUESDAY, September 25, Autumn Excursion No. 18.	

On arrival at the station members of the party should check their baggage to the Profile House. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Plymouth, N. H., at 1.05 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.38 P. M. *via* Pemigewasset Valley Railroad; arrive at North Woodstock 2.30 P. M., and thence by stage, arriving at the Flume House 3.50 P. M.; after visiting the Flume and Pool, resume stage journey, reaching the Profile House about 7.00 P. M.

NOTE.—Persons desiring to remain at the Flume House over night can do so, continuing on to the Profile House the next forenoon, taking dinner at the latter hotel before leaving that place in the afternoon.

WEDNESDAY, August 29, Autumn Excursion No. 1. } At Profile House. Leave Profile House at
 WEDNESDAY, Sept. 12, Autumn Excursion No. 11. } 3.25 P. M. *via* Profile & Franconia Notch
 WEDNESDAY, Sept. 26, Autumn Excursion No. 18. } Railroad, and proceed, *via* Bethlehem Junction and the Boston & Lowell Railroad, to Fabyan's, leave Fabyan's at 4.35 P. M. and Base Station at 5.10 P. M., arriving at summit of Mount Washington, *via* Mount Washington Railway, at 6.30 P. M.; at Mount Washington Summit House.

THURSDAY, August 30, Autumn Excursion No. 1. } Leave summit of Mount Washington 7.00 A. M.,
 THURSDAY, Sept. 13, Autumn Excursion No. 11. } *via* Mount Washington Railway, and arrive
 THURSDAY, Sept. 27, Autumn Excursion No. 18. } at Fabyan's 8.50 A. M.; leave Fabyan's 9.00 A. M.; arrive at Crawford House 9.12 A. M.; in the afternoon carriage ride to the summit of Mount Willard.

FRIDAY, August 31, Autumn Excursion No. 1. } Leave Crawford House, *via* Portland &
 FRIDAY, September 14, Autumn Excursion No. 11. } Ogdensburg Railroad, 9.48 A. M., and proceed
 FRIDAY, September 28, Autumn Excursion No. 18. } through the White Mountain Notch; arrive at North Conway 10.55 A. M.; to the Kearsarge House.


SATURDAY, Sept. 1, Autumn Excursion No. 1. } Leave North Conway, *via* Boston & Maine
 SATURDAY, Sept. 15, Autumn Excursion No. 11. } Railroad, Northern Division, 7.20 A. M.;
 SATURDAY, Sept. 29, Autumn Excursion No. 18. } arrive in Boston (station of Eastern Division of Boston & Maine Railroad) 1.10 P. M.

The price of tickets for the round trip from Boston back to Boston is THIRTY-TWO AND A HALF DOLLARS. This sum includes all transportation by rail and stage; the carriage ride up Mount Willard; visits to the Pool, Flume, etc.; board and meals at the Pemigewasset House, Profile House, Mount Washington Summit House, Crawford House, and Kearsarge House; all transportation and care of checked baggage; services of conductors, etc.

The price of tickets for children between the ages of five and twelve years will be TWENTY DOLLARS.

Tickets must be taken on or before Friday, August 24, for Excursion No. 1, Friday, September 7, for Excursion No. 11, and Friday, September 21, for Excursion No. 18—four days previous to the dates of departure.

W. RAYMOND,
I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursion No. 2, 1888.

Leaving Boston Monday, September 3, and Returning Thursday, September 13.

A Picturesque Tour of Eleven Days, via Long Island Sound to New York, up the Hudson River to Albany and

SARATOGA,

Thence to Lake George, Lake Champlain, Ausable Chasm and the
WHITE MOUNTAINS OF NEW HAMPSHIRE,
With Visits to the Profile House, Flume, Pool, Summit of Mount Washington,
Crawford House, Mount Willard, and White Mountain Notch.

Price of Tickets (all Traveling Expenses included), \$65.00

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00

OUR second tour is a new combination of routes, and comprises the essential features of some of our shorter excursions. The early part of the trip will take the traveler through Long Island Sound and up that picturesque waterway, the Hudson River. After a visit to Saratoga there will be further steamboat journeys through Lake George and Champlain, and a magnificent round through the most famous sections of the White Mountains. There will be expeditions to the summits of two of the mountain peaks—Washington and Willard—and sojourns at all the chief places of resort. The party will leave Boston by the popular Norwich Line Monday, September 3, proceeding first to New London, Conn., by rail, and thence, on the fine steamer "City of

Worcester," the entire length of Long Island Sound. The morning approach to New York affords a grand panoramic view of the great city and its surroundings, the boat descending the East River beneath the great East River Bridge, and, rounding the Battery, within sight of Bartholdi's Colossal Statue of Liberty, ascending the North River. Many miles of the city's water-front and the broad expanse of the harbor and bay are thus brought into view. The farther journey up the Hudson River discloses still grander scenery. This latter trip is performed upon the magnificent steamer "New York," of the Hudson River Day Line, one of the finest passenger boats ever built. A voyage on the "American Rhine" is always enjoyable, and, even to those who know its charms best, a fresh and truly delightful experience. Leaving the metropolis with its long, dense line of piers and warehouses, we soon come to the stately Palisades. Above are many pretty villages and towns, with now and then a populous city, like Yonkers and Sing Sing, and numerous places famed for their connection with historic events. The Highlands are reached just before noon, and for over an hour the steamer sails between the wooded slopes of the mountains. The stately buildings of the United States Military Academy are seen on approaching West Point. Above West Point and the picturesque Highlands lies the pretty city of Newburgh, where Washington took farewell of the American army. Still farther north, and on the opposite side of the river, lies the city of Poughkeepsie; while Kingston and Catskill, with the noble Catskill Mountains, are above, on the west side of the river. There are twelve mountain peaks seen from the river, forming a chain twenty-one miles in length, from the Overlook, in the south, to Windham High Peak, in the north.

The heights of some of the principal peaks are as follows: North Mountain, 3,450 feet; Overlook, 3,300; High Peak, 3,809; Sugar Loaf and Mink, 3,807; Plateau, 3,855;

Wittenberg, 3,824; Cornell, 3,920; Peakamoose, 3,875; Blackhead, 3,965; Black Dome, 4,004; Hunter, 4,052; Slide, 4,220. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party from that city to Saratoga.

Wednesday will be passed at Saratoga, the visitors making their headquarters at the popular Congress Hall, which is very centrally located, in proximity to the principal springs. Wednesday forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. The oldest-known spring is the High Rock, which was celebrated among the Indians previous to 1767. The Congress Spring was discovered in 1792, the Washington and Columbian in 1806, the Pavilion in 1839, the Empire in 1846, the Hathorn in 1868, the Geyser in 1870, and the Champion in 1871.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and proceed to Lake George. The route is *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the steamer for a trip over the beautiful lake. Lake George lies at the southeastern margin of the great Adirondack wilderness, and is a little over thirty-three miles in length, and in its broadest part about four miles in width. It is environed by mountains, and numerous islands also add to the picturesque beauty of the scenery. During the French War, and again in the War of the Revolution, Lake George was the scene of much strife, and many sanguinary contests were fought upon its now peaceful shores. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Here, at Ticonderoga, we are again upon historic ground. The old fort, now in ruins, and its neighborhood witnessed many exciting events in the early days. Dinner will be

served upon the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side and the Adirondacks of New York on the other. Both in the French War and in the American Revolution, and also in the War of 1812, Lake Champlain and its shores witnessed many thrilling events. The handsome city of Burlington occupies a commanding position on the slopes of the Vermont shore. The steamer will reach Port Kent soon after six o'clock, and there will be a stage transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation; and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Saturday morning the party will return to Port Kent by stage, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railway will be in waiting to convey the party to Montpelier, where connection is made with the Montpelier & Wells River Railroad and the Boston & Lowell Railroad system leading into the White Mountain region. The Connecticut River is crossed between Wells River and Woodsville, and the traveler there passes from Vermont into New Hampshire. The railway ascends the Ammonoosuc River to Bethlehem Junction, and the route there diverges over the Profile & Franconia Notch Railroad to the Profile House.

The celebrated Profile House is situated in the Franconia Notch, between Echo and Profile Lakes, the latter being directly below the Great Stone Face, or the Old Man of the Mountains, the most remarkable natural profile of the human features in the world. There are three distinct ledges forming the face, which is about eighty feet in length. Sunday and a part of Monday will be passed in this delightful retreat, and Monday morning will be devoted to a ride down through the Notch and a visit to the Flume, the Pool, and the Basin, three other natural wonders.

Monday afternoon the party will leave the Profile House by rail, returning first to Bethlehem Junction, and then continuing up the Ammonoosuc Valley to Fabyan's and the base of Mount Washington, where there will be a change of cars for the novel railway ascent of the highest peak in New England. The road known as the Mount Washington Railway extends from the base to the summit of the mountain, the grade exceeding at times one foot in three, or, to be exact, 1,980 feet to the mile.

It sometimes happens that the iron horse actually mounts through the clouds. The top is 6,291 feet above the level of the sea. This elevation commands a wide view, the beholder being enabled to look down upon all the other summits and into scores of ravines and valleys. The mountain top will be reached at 6.30 P. M., and the night will be passed there.

Leaving the summit at 7.00 A. M. Tuesday, the party will descend the mountain by the railway, and proceed to Fabyan's, and thence over the Portland & Ogdensburg Railroad to the Crawford House, four miles distant. This is another famous mountain resort and one of the largest hotels in the region. Its resident proprietor and manager is Mr. C. H. Merrill, who is also manager of the new and popular winter resort hotel, The Raymond, at East Pasadena, Cal. The Crawford House is delightfully situated upon a little plateau, at the head of the picturesque White Mountain Notch.

Wednesday will be passed here, and there will be a carriage ride to the summit of Mount Willard, which affords a magnificent view of the White Mountain Notch.

Thursday morning the party will take the cars and proceed homeward by the Boston & Maine route. The early part of the journey is through the wild and romantic Notch. The railway skirts the deep ravine, at times high upon the steep mountain slopes, and in places at the bottom of the gorge. A succession of grand mountain views are opened up at each succeeding turn, and the scenery at all times is of the most picturesque description. The route continues down the valley of the Saco through Bartlett and North Conway, and farther south passes through Rochester, Great Falls, Portsmouth, Newburyport, Salem, and Lynn. The train will reach the station of the Boston & Maine Railroad, Eastern Division, Causeway street, at 3.50 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, September 3.—Leave Boston by the Norwich Line (station of New York & New England Railroad, foot of Summer street) at 3.30 P. M. On arrival at the station members of the party should check their baggage to Saratoga *via* Norwich Line and the Hudson River Day Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 P. M.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

TUESDAY, September 4.—Arrive in New York about 7.00 A. M.; breakfast on board the steamer; leave New York, Pier 39, Hudson River Day Line, at 8.40 A. M., on steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 5.—At Saratoga. Carriage drive between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, September 6.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; go on board steamer "Vermont," Captain George Rushlow, and leave at 1.30 P. M.; dinner on board steamer "Vermont;" arrive at Port Kent, N. Y., 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, September 7.—At the Lake View House; visit Ausable Chasm during the day, taking boats through the chasm and carriages back to the Lake View House.

SATURDAY, September 8.—Leave Lake View House by stage at 7.00 A. M., and Port Kent by steamer at 7.35 A. M.; arrive at Burlington, Vt., 8.40 A. M.; leave Burlington, *via* Central Vermont Railway 11.10 A. M.; arrive at Montpelier 12.50 P. M.; dinner at the Pavilion Hotel; leave Montpelier, *via* the Montpelier & Wells River Railroad, 1.10 P. M.; arrive at White Mountains Transfer (Woodsville, N. H.) 2.27 P. M.; leave, *via* White Mountain Division of Boston & Lowell Railroad, 2.55 P. M.; arrive at Bethlehem Junction 4.09 P. M.; leave, *via* Profile & Franconia Notch Railroad, 4.10 P. M.; arrive at Profile House 4.45 P. M.

SUNDAY, September 9.—At Profile House.

MONDAY, September 10.—At Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, at 3.25 P. M.; leave Bethlehem Junction, *via* Boston & Lowell Railroad, 4.09 P. M.; leave Fabyan's, *via* Mount Washington Branch, 4.35 P. M.; leave, Base Station, *via* Mount Washington Railway, 5.10 P. M.; arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, September 11.—Leave summit of Mount Washington 7.00 A. M. *via* Mount Washington Railway; arrive at Fabyan's 8.50 A. M.; leave Fabyan's 9.00 A. M.; arrive at Crawford House 9.12 A. M.; stay at Crawford House; in the afternoon carriage ride to the summit of Mount Willard.

WEDNESDAY, September 12.—At the Crawford House.

THURSDAY, September 13.—Leave Crawford House, *via* Portland & Ogdensburg Railroad, 9.48 A. M. (Boston & Maine Railroad express); arrive at Wolfeboro' Junction 12.15 M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station Causeway street) 3.50 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum includes all transportation by rail, steamers, and stage; board and incidental meals at Saratoga, Ausable Chasm, Montpelier, the Profile House, Fabyan House, Mount Washington Summit House, Crawford House, Wolfeboro' Junction, and on the steamers of the Norwich Line, Hudson River Day Line, and the Champlain Transportation Company; stateroom berths on the steamer "City of Worcester"; carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.


The price of tickets for children between the ages of five and twelve years will be FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House until October 1.

Tickets must be taken on or before Thursday, August 30, four days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 3, 1888.

Leaving Boston Monday, September 3, and Returning Friday, September 14.

The Hudson River, Saratoga, Lake George, Lake Champlain,
THE ADIRONDACK MOUNTAINS,

Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, and
a return via Burlington and Rutland, Vt. A Grand River, Lake,
and Mountain Trip of Twelve Days.

Price of Tickets (all Traveling Expenses Included), \$65.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

WITHIN a day's ride of the great cities of New York, Boston, and Philadelphia is a vast region where nature reigns supreme. High mountains, romantic lakes, and great stretches of untouched forests teeming with noble game are features of this great northern wilderness. One need not go abroad to see nature in its highest types of grandeur, for here are countless scenes of superlative beauty. Year by year the Adirondack region has attracted greater numbers of health and pleasure seekers, sportsmen, and adventurous climbers; but yet the settlements are few, and the lover of nature seems to have reached her inner temples. Centering in the western part of Essex county, the Adirondack region may be said to extend over this and ten other counties wholly or in part. The eastern half of this great section is very mountainous. From the south and east, Lakes George and Champlain, with the railway system of the Delaware & Hudson Canal Company, afford easy means of approach. The main

northern railway line of this company extends along the west shore of Lake Champlain; and stage roads, which plunge at once into the mountain region, extend from the lake shore westward.

Our third autumn tour is devoted to the picturesque Adirondack Mountains, a week being passed within that lovely region, and the approach thereto being over those beautiful water-ways — Long Island Sound, the Hudson River, and Lakes George and Champlain. Incidentally there will be a visit to America's most famous spa, Saratoga Springs.

The party will leave Boston by the Norwich Line Monday afternoon, September 3, taking the cars at the New York & New England Railroad station, foot of Summer street, at 3.30 P. M. The railway ride extends to New London, Conn., where the fine steamer "City of Worcester" will be in waiting. The passage of Long Island Sound will be made at night, and in the morning the steamer reaches New York. Proceeding to the neighboring pier — No. 39, North River — the passengers will go on board the magnificent steamer "New York" for a daylight journey up the noble Hudson, a trip that is unsurpassed in picturesque interest. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's Line and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. This is a delightful voyage, the scenery being of the loveliest description. From the lower end of the

lake there is a short railway transfer to the shores of Lake Champlain, where another steamer will convey the passengers northward. Westport, upon the west or New York side of the lake, will be reached at 3.30 P. M., and there will be a stage ride from the landing to Elizabethtown, eight miles distant. The road is excellent, and this and the subsequent stage journeys through the Adirondack country are sure to be very enjoyable. The road penetrates the mountain region soon after leaving Westport, and ascends to Raven Pass, which is in the first of the five ranges, the third being the culminating ridge, with Mounts Marcy, Whiteface, and other high peaks as its chief pinnacles. Raven Peak is a high hill near the pass of the same name. Beyond, two of the grand mountains of the second range — Hurricane Peak (3,763 feet high) and the Giant (4,530 feet) — are seen. The former is a sharply defined peak, which stands out in bold and striking contrast to the surrounding hills, and the latter is a massive dome. Descending slightly from Raven Pass into the valley of the Bouquet River, Elizabethtown is reached. Although a county seat, this town has little of the noise and bustle of the outside world, and, but for the presence of several summer hotels, would have still less. During our stay in Elizabethtown we shall make our headquarters at the Windsor Hotel, of which Mr. Orlando Kellogg is the proprietor. Elizabethtown is most charmingly situated amid the hills, and from the neighboring eminences — notably from Wood Hill, which is easily climbed — magnificent views are obtained.

Leaving Elizabethtown by stage, there is a picturesque ride of twenty-seven miles westward to Lake Placid. This journey brings the traveler into the very heart of the mountain and lake region. Following up the narrow valley of the Keene Branch, which flows into the Bouquet, the road crosses the divide under the brow of Mount Hurricane, and then descends into the romantic Keene Valley, one of the loveliest

regions in the whole Adirondack district. High mountains rise on every side, and in the south are seen the sharp, blue outlines of the Gothics. A single glimpse is had of the pyramid of Mount Marcy, while descending the hill east of Keene. Nothing can be finer than the view southward up the East Branch of the Ausable River. A broad, green valley, with a clear, meandering stream, is bordered by forest-clad hills, which farther back assume gigantic proportions; while in the distance are serrated ridges of blue mountains, forming a group of shapely peaks. Continuing beyond Keene, the road enters a dark and narrow pass under the steep cliffs of Pitch-Off Mountain. On the left are Edmund's Ponds, two long, narrow, and very deep stretches of water; and the opposite wall, formed by Long Pond Mountain, is almost a sheer precipice for 1,000 feet or more. At one place a cascade shimmers in the sunlight high up on the tree-clad wall. The elevation of Pitch-Off Pass is 2,038 feet. Beyond this lies the little town of North Elba, made famous as the home and last resting-place of John Brown. It was here that the hero of Osawatomie and Harper's Ferry established a colored colony in the old slavery days. The grave of John Brown is upon the bluff west of the main road, and is reached through a by-way.

Lake Placid is a few miles from the village of North Elba. It is a lovely sheet of water, surrounded by high mountains or high banks. A little village of summer hotels has sprung up near the lake, and at the Grand View or Mirror Lake Houses the party will make its headquarters. At the opposite end of Lake Placid, some five miles distant from the hotels, is Whiteface, one of the grandest of all the Adirondack Mountains, which is visible from base to summit. The lake has an elevation of 1,863 feet, and the mountain rises 3,008 feet higher. The lake is divided into two equal parts by Buck, Moose, and Hawk Islands. The view southward from the borders of the lake includes Mount Marcy (5,344 feet), Mount McIntyre (5,112 feet), and other noble

mountain forms, together with the bold and clear-cut outlines of Indian Pass. There is no more picturesque outlook in the whole region than that afforded by the eminences on the shores of Lake Placid. The mirror-like waters and the distant fringe of blue mountains, with the nearer form of Whiteface, remind one of the romantic views across the Swiss lakes. Our stop at Lake Placid will extend through three full days, with a departure on the fourth day. This sojourn will give opportunities for boating on the lake and other recreations; and the return tickets from this point will be good for a much longer time, so that persons who desire to make a more prolonged visit, or who wish to penetrate farther into the lake region, can do so. On one of the days of the stay, there will be a carriage ride to Adirondack Lodge, nine miles distant. This is a beautiful retreat on the shores of Clear Lake, in the heart of the wilderness. The proprietor, Mr. Henry van Hoevenbergh, owns 640 acres, and carefully preserves the grand old forests in all their native beauty. The Lodge is a large and handsome log structure, tastefully built, and elegantly furnished. Mount Jo, or "The Bear," is a neighboring mountain which is easily climbed. From the summit grand views are had of Mounts McIntyre, Marcy, Colden, Wallface, Whiteface, etc. Either going or returning, a visit will be paid to John Brown's grave.

Leaving Lake Placid by stage in the forenoon of Wednesday, September 12, the party will journey to Saranac Lake, about ten miles distant. Six miles from the starting point is the Ray Brook House, of which Mr. Duncan Cameron is proprietor, one of the most famous of the Adirondack hotels. It is situated in the midst of a rich trout region, and is a favorite stopping-place for anglers and tourists generally. We shall halt at the Ray Brook House for dinner, and then continue our ride to Saranac Lake station, where we shall take the cars of the Chateaugay Railroad, at a convenient afternoon hour, for the farther journey to Plattsburg, from whence we go over the

Delaware & Hudson Canal Company's Line to Port Kent. The Chateaugay road is seventy-three miles in length, and provides a new and very desirable route to the very heart of the Adirondack region. Bloomingdale, Round Pond, Loon Lake, Lyon Mountain, Chazy Lake, and Dannemora are among the points on this line, and there are stage and boat connections with several celebrated resorts.

From Port Kent there will be a short stage ride to the Lake View House, which stands near the famous Ausable Chasm. The ensuing forenoon will be passed in an inspection of this wonderful freak of nature. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Leaving the Lake View House at 2.50 P. M. on Thursday, the party will proceed by stage to Port Kent, three miles distant, and thence, by the steamer "Chateaugay," across Lake Champlain to Burlington, Vt. At Burlington connection will be made by special arrangement with a train on the Central Vermont Railroad for Rutland, and the latter point will be reached after a pleasant railway ride of three hours. The night will be passed at the Bardwell and Bates Houses, and the ensuing morning the parties will leave Rutland *via* the Central Vermont Railroad, and proceed to Boston.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, September 3.—Leave Boston 3.30 P. M., *via* Norwich Line, from New York & New England Railroad station, foot of Summer street. On arrival at the station members of the party should check their baggage to Saratoga *via* Norwich Line and Hudson River Day Line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, and other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 P. M.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

TUESDAY, September 4.—Arrive at New York about 7.00 A. M.; breakfast on Norwich Line steamer; leave New York from Pier 39, North River (Hudson River Day Line), at 8.40 A. M., on steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 5.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, September 6.—Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.20 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell at 9.40 A. M. on one of the Champlain Transportation Company's steamers for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for trip on Lake Champlain, at 1.30 P. M.; dinner on board the steamer; arrive at Westport, N. Y., 3.30 P. M.; thence by O. Kellogg's Stage Line to Elizabethtown, arriving about 5.30 P. M.; stop at the Windsor, O. Kellogg, proprietor.

FRIDAY, September 7.—At Elizabethtown.

SATURDAY, September 8.—Leave Elizabethtown by Agnew Brothers' Stage Line at 7.00 A. M.; dinner at the Cascade House, Cascadeville, Messrs. Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View House, Henry Allen, proprietor, or the Mirror Lake House, Isham Brothers, proprietors.

SUNDAY, September 9.—At Lake Placid.

MONDAY, September 10.—At Lake Placid.

TUESDAY, September 11.—At Lake Placid. Carriage ride to Adirondack Lodge, Henry van Hovenbergh, proprietor, visiting John Brown's grave on the way; lunch at Adirondack Lodge.

WEDNESDAY, September 12.—Leave Lake Placid by Fitch O'Brian's Stage Line at 11.00 A. M.; dinner at Ray Brook House, Duncan Cameron, proprietor; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at Plattsburg 7.00 P. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by William Harper's Stage Line from that point to the Lake View House, Ausable Chasm.

THURSDAY, September 13.—At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by stage at 2.30 P. M.; connect with steamer "Chateaugay" at Port Kent, and leave there at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railroad (Rutland Division), and arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell and Bates Houses.

FRIDAY, September 14.—Leave Rutland, *via* Central Vermont Railroad, 7.00 A. M.; arrive in Boston (Fitchburg Railroad station) 1.35 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Rutland, Vt.; incidental meals on the steamers of the Norwich, Hudson River, and Champlain Transportation Company's Lines, at Adirondack Lodge, and the Ray Brook House; carriage rides at Saratoga and Lake Placid; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.


Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

The tickets returning from Lake Placid will be good until October 1.

Tickets for this excursion must be taken on or before Thursday, August 30, four days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 4, 1888.

Leaving Boston Tuesday, Sept. 4, and Returning Wednesday, Sept. 12, 1888.

MONTREAL, QUEBEC,

THE PICTURESQUE SAGUENAY RIVER,

The Falls of Montmorenci, and Lake Memphremagog. A Nine Days' Trip through the Lake and Mountain Regions of New England, and an extended Tour through the Most Picturesque Regions of Canada.

Price of Tickets (all Traveling Expenses Included), . . . \$55.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

THE grandly picturesque region of the Saguenay River forms the chief objective point in our second summer tour. The scenery upon the Lower St. Lawrence and its great tributary, the Saguenay, is upon the same stupendous scale that has made the great river of the Pacific Northwest, the Columbia, so famous. Bold cliffs rise to great heights, while a deep river rolls in shadows at their base. The romantic St. Lawrence is a fitting prelude to the grander Saguenay, where the voyager sails over fathomless depths, between giant walls, and amid scenes of primitive wildness and solitude. On the way to or from this region the traveler passes through two very interesting Canadian cities — Montreal and Quebec — and also through a charming section of Northern New England. Both Vermont and New Hampshire are traversed

for nearly or quite their entire length, and a sojourn is made on the shores of beautiful Lake Memphremagog.

The party will leave Boston Tuesday, September 4, at 8.30 A. M., from the Boston & Lowell station, and proceed to Montreal over the Central Vermont Line. The ride takes the passenger through Lowell, Nashua, Manchester, and Concord. From the latter city, the capital of the Granite State, the route lies over the Northern Railroad; and at one point Kearsarge Mountain is only a few miles distant. At White River Junction, Vt., where we enter upon the Central Vermont Line, we stop for dinner. The ride northward is through an exceedingly picturesque part of the Green Mountain State. We pass near Montpelier, the State capital, but not directly through it, and at Burlington approach the shores of Lake Champlain, across which the Adirondack Mountains, in New York, are seen. Both Burlington and St. Albans are upon the borders of the lake. From the latter point the road passes into Canada and to the flourishing town of St. Johns; and from thence to the Canadian metropolis, a distance of twenty-seven miles, we pass over the line of the Grand Trunk Railway, crossing the St. Lawrence River on the great Victoria Bridge, just before reaching Montreal.

On their arrival in Montreal the passengers will be transferred to the elegant Windsor Hotel, on Dominion square, where they will remain through Wednesday and Thursday. There will be a carriage ride Wednesday forenoon, with visits to the principal churches and points of interest within the city. The beautiful park at the summit of Mount Royal, and the Grey Nunnery (or L' Hôpital General de les Sœurs Grises) will be visited, and the ride will, in fact, take the visitors through every section of Montreal. Among the church edifices worthy of attention are the French Cathedral of Notre Dame, which was built in imitation of its Paris namesake, and holds over

10,000 people, on Notre Dame street; the handsomely decorated Church of the Jesuits, on Bleury street; Christ Church Cathedral, on St. Catherine street; the new and beautiful Church of Notre Dame de Lourdes, on St. Catherine street; the ancient Church of Notre Dame de Bonsecours, on St. Paul street; and the partly constructed St. Peter's Cathedral, near Dominion square. The towers of Notre Dame, one of which may be ascended, are 220 feet in height. Among the prominent public buildings are several bank edifices and the Post Office, on St. James street; the Court House and New City Hall, on Notre Dame street; the Bonsecours Market, on St. Paul street; Ste. Anne's Market, on Foundling street; the Custom House, at Foundling and Common streets; the Young Men's Christian Association Building, on Victoria square; and the Hotel Dieu, McGill College, College of Montreal, and the Exhibition structures, near the mountain. The statue of Her Majesty, the Queen, which ornaments Victoria square; the Nelson monument, at the head of Jacques Cartier square; and the substantial docks, crowded with ocean steamers and sailing craft, are also objects of interest. The Grey Nunnery comprises an extensive group of buildings on Dorchester and Guy streets. The view from Mount Royal includes the entire city, the river and its islands, the Victoria Bridge, and a large extent of country, with Belœil, Boucherville, and other distant mountains. To the list of prominent edifices should be added the Windsor Hotel, which is one of the finest establishments of its kind in America.

At 7.00 P. M. on Thursday, the party will leave Montreal for Quebec on one of the fine steamers of the Richelieu & Ontario Navigation Company's Line. The morning approach to the city of Quebec, which is picturesquely situated upon the cliffs several hundred feet above the river, is one of the salient features of this trip. On reaching Quebec at 7.00 A. M. Friday, the passengers will at once go on board the Saguenay

steamer, which sails as soon as the Montreal boat arrives. Soon after leaving Quebec the Isle of Orleans is reached, and across the river near this point are seen the Falls of Montmorenci. Below the Isle of Orleans are Grosse Isle, the quarantine station, the Isle aux Coudres, and other islands. Cape Tourment is a bold promontory which rises on the north shore to the height of about 2,000 feet, and below that point the scenery assumes a very wild aspect. Baie St. Paul and Murray Bay are summer resorts for Montreal and Quebec people. The Pilgrim Islands, some ten miles below Murray Bay, consist of a remarkable group of rocks, which are visible at a great distance. Riviere du Loup is a large town upon the south shore, and six miles below it is the watering-place of Cacouna. From the former the boat steams across the St. Lawrence to Tadousac, another summer resort, situated at the mouth of the Saguenay.

This latter place was formerly an important post of the Hudson Bay Company. Here, too, was the residence of Père Marquette, the explorer of the Mississippi Valley. Near the hotel is a quaint little church built in the early part of the last century in place of an older edifice. We now enter the great rock gorge through which pour the unfathomable floods of the mountain-shadowed river of the North. The Saguenay seems to occupy a rift through the Laurentian Mountains, extending a distance of 130 miles, from Lake St. John to the St. Lawrence. Eleven rivers pour their waters into Lake St. John. For ninety miles the Saguenay is a deep, and for much of the way a fathomless, gulf, with steep, precipitous walls on either side. The continuous ridges rise 1,000 and 1,500 feet, while mountain peaks shoot up still higher. Capes Eternity and Trinity are two mighty headlands which guard the entrance to Eternity Bay. The latter rises almost perpendicularly from the water to the height of 1,700 feet. The Tableau Rock is a great cliff that might have been carved by Titans. Landings are made at Ha! Ha! Bay and Chicoutimi. The voyage up the Saguenay is generally

made at night, and the return by day, so that none of the wonderfully grand and impressive scenery is lost to the tourist.

The return voyage will occupy Saturday and Saturday night, and the passengers will awake near Quebec Sunday morning. The ancient city presents a very striking appearance from the river; the steep cliffs crowned by the walls of the Citadel, the quaint buildings, and the glistening spires, domes, and roofs, forming a picture essentially foreign, which the groups of "carters," with their *caleches* and other strange vehicles met with at the docks, only serve to heighten. Sunday and the greater part of Monday will be passed in this quaint town of the olden time, the visitors making the St. Louis Hotel and the Russell House their places of abode. One of the features of the visit will be a carriage ride Monday morning to points that are distant from the hotel. Quebec is unique in its every aspect, and of especial interest to the American visitor. It is more European in character than American, and of an ancient European type which has suffered few changes. The upper town is surrounded by a massive and frowning wall of hewn stone nearly three miles in length, and five gateways formerly communicated with the inclosed part of the city. From the lofty Citadel, or from the magnificent promenade known as Dufferin Terrace, the beholder looks down upon a curious scene of activity. The Citadel covers some forty acres, and was long considered an impregnable fortress. The Plains of Abraham, and the precipitous bluffs scaled by the intrepid Wolfe and his brave soldiers in that famous surprise and victory of 1759, are near at hand. Point Levis, on the opposite bank, is where Arnold and his little army rendezvoused in 1775, after their memorable march through the wilderness. The Governor's Garden, or garden of the fortress, contains a monument sixty-five feet in height, which was erected to the memory of those two brave commanders, Wolfe and Montcalm. The Basilica, or French Cathedral, contains some

fine paintings by eminent artists. The Seminary Chapel adjoining, which contained a large and valuable collection of paintings, was destroyed by fire, with all its contents, about a year and a half ago. The Falls of Montmorenci are six miles from the city; and the drive thither, out through Beauport, one of the prettiest suburbs of the city, is delightful. The falls have a descent of 240 feet, and near them was fought the unsuccessful and nearly disastrous battle which preceded Wolfe's final victory on the Plains of Abraham.

After dinner on Monday, there will be an omnibus transfer from the hotels to the Quebec Central Railway ferry; and at 2.15 P. M. a train will be taken on said road, on the Levis side of the St. Lawrence, for Sherbrooke, Can., and thence over the Passumpsic Railroad for Newport, Vt. Supper will be provided at Sherbrooke, and Newport will be reached at 10.45 P. M.

From Monday night until Wednesday morning the party will sojourn at the Memphremagog House, which is delightfully situated on the shores of the lake of the same name. On Tuesday there will be a steamboat excursion on the lake, the steamer going as far as Georgeville, and over the most picturesque parts of this sheet of water. The bold, rock-bound shores, numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest and the distant blue peaks, serve to heighten the charm of the lake.

Leaving Newport Wednesday morning at 8.45, the party will resume its journey over the Passumpsic Railroad, which forms a part of the Boston & Lowell Railroad system, southward, *via* St. Johnsbury, Wells River, Warren, and Plymouth. Dinner will be provided at the Pemigewasset House, Plymouth, and the train will reach Boston at 5.00 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 4.—Leave Boston & Lowell Railroad station, Causeway street, at 8.30 A. M., and proceed northward by that line and the Central Vermont Railway. Members of the party, on arrival at the station, should check their baggage to Montreal. The checks will be taken up on the train. Baggage-tags (furnished with each excursion ticket) should be inscribed with the owner's name and home address, and then attached to each trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at White River Junction, Vt., 1.35 P. M.; dinner at station dining-rooms; arrive at Montreal 8.40 P. M.; omnibus transfer to the Windsor Hotel.

WEDNESDAY, September 5.—At Montreal. Carriage ride during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.

THURSDAY, September 6.—At Montreal. Omnibus transfer to the steamboat landing, and at 7.00 P. M. leave Montreal on one of the steamers of the Richelieu & Ontario Company's Line; stateroom berths furnished.

FRIDAY, September 7.—Arrive at Quebec 7.00 A. M.; transfer at once to the Saguenay steamer, and start upon the trip down the St. Lawrence and up the Saguenay.

SATURDAY, September 8.—On the Saguenay.

SUNDAY, September 9.—Arrive at Quebec 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House.

MONDAY, September 10.—In Quebec. Carriage ride, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 2.15 P. M. leave by said line; supper at Sherbrooke; thence over the Boston & Lowell Railroad (Passumpsic Division) to Newport, Vt., arriving at 10.45 P. M.; stop at the Memphremagog House.

TUESDAY, September 11.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

WEDNESDAY, September 12.—Leave Newport 8.45 A. M. *via* Boston & Lowell Railroad; arrive at Plymouth 12.33 P. M.; dinner at the Pemigewasset House; leave Plymouth 1.03 P. M.; arrive in Boston 5.00 P. M.

The price of tickets for the entire trip from Boston back to Boston is FIFTY-FIVE DOLLARS. This sum covers all transportation by rail and steamers; hotel accommodations and incidental meals at White River Junction (Vt.), Montreal, Quebec, Sherbrooke, Newport (Vt.), and Plymouth (N. H.); meals and stateroom berths on the Saguenay steamer; stateroom berths on the St. Lawrence steamer; the steamboat excursion on Lake Memphremagog; carriage rides in Montreal and Quebec; transportation, transfer, and care of all checked baggage; services of conductors, etc.


Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return tickets from Newport to Boston are good until Oct. 1, 1888.

Tickets for this excursion must be taken on or before Friday, August 31, four days in advance of the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 5, 1888.

Leaving Boston Tuesday, Sept. 4, and Returning Thursday, Sept. 13.

A Ten Days' Tour via the Hoosac Tunnel Route to **SARATOGA**, thence to Lake George, Lake Champlain, Ausable Chasm, and the

——WHITE MOUNTAINS,——

With visits to the Profile House, the Flume, Pool, Summit of Mt. Washington, Crawford House, Summit of Mt. Willard, White Mountain Notch, etc.

Price of Tickets (all Traveling Expenses included), . . . \$60.00

Price of Tickets for Children between the ages of 5 and 12, \$45.00.

THE fifth tour in our September series is very similar to No. 2, except that the party leaves Boston Tuesday morning, September 4, and proceeds to Saratoga by rail. The route is over the favorite Hoosac Tunnel Line, which takes the traveler through a delightful part of Northwestern Massachusetts, a little corner of Vermont, and a small section of the Empire State before the famous watering-place is reached. On the way, the train passes up the beautiful Deerfield Valley, and from thence to the Hoosac Valley through the famed Hoosac Tunnel. This gigantic work is the greatest of its kind in America, the tunnel being four and three-quarters miles in extent. The party will reach Saratoga at a seasonable afternoon hour, and make its headquarters at Congress Hall.

Wednesday will be passed at Saratoga, and a carriage ride will aid the visitors in

inspecting the springs and other places of interest in and about the great watering-place. Thursday morning the party will leave Saratoga, first proceeding to Caldwell *via* the Delaware & Hudson Canal Company's Railway, and from that point by steamer across Lake George, one of the most picturesque bodies of water in America. A short railway transfer takes us from the shores of Lake George to those of Lake Champlain, where the steamer "Vermont" is in waiting to carry us northward over the fair expanse of the larger body of water. Our steamboat journey ends at Port Kent, and a stage transfer brings us to the Lake View House, which stands delightfully above Lake Champlain, and at the entrance of the celebrated Ausable Chasm. The ensuing day, Friday, September 7, will be devoted to an inspection of the chasm and its surroundings; a boat ride down the river and a carriage ride back to the hotel forming a part of the programme.

The party will leave the Lake View House Saturday morning and journey by boat and rail across to the White Mountains *via* Burlington, Montpelier, Wells River, and Bethlehem Junction. The Profile House will be reached in the afternoon, and at this favorite mountain resort Sunday and a part of Monday will be passed. Monday morning will be devoted to a visit to the famous Franconia Flume, Pool, and Basin.

Leaving the Profile House at a convenient afternoon hour, the party will proceed by railway to the summit of Mount Washington, where the night will be passed. Tuesday morning there will be another short railway journey, the visitors descending the mountain to the Crawford House. The remainder of Tuesday and the whole of Wednesday will be passed at this popular hotel, and in inspecting the many objects of interest in its vicinity. A ride to the summit of Mount Willard will be one of the features of the visit.

Thursday morning the party will proceed to Boston, journeying over the picturesque

route through the White Mountain Notch. Lunch will be provided at Wolfeboro' Junction, and the train will reach Boston at 3.50 P. M.

ITINERARY.

TUESDAY, September 4.—Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel Line, 8.30 A. M. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 12.50 P. M.; lunch at station dining-rooms; arrive at Saratoga 3.15 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, September 5.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Woodlawn, Saratoga Lake, the Champion and Geyser Springs, etc.

THURSDAY, September 6.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga arriving at 1.25 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.30 P. M.; dinner on board the steamer; arrive at Port Kent 6.05 P. M.; stage transfer to Lake View House.

FRIDAY, September 7.—Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House.

SATURDAY, September 8.—Leave Lake View House by stage at 7.00 A. M., and Port Kent by steamer 7.35 A. M.; arrive at Burlington 8.40 A. M.; leave Burlington, *via* Central Vermont Railway, 11.10 A. M.; arrive at Montpelier 12.50 P. M.; dinner at the Pavilion Hotel; leave Montpelier, *via* the Montpelier & Wells River Railroad, 1.10 P. M.; arrive at White Mountain Transfer (Woodsville, N. H.), 2.27 P. M.; leave *via* White Mountain Division of Boston & Lowell Railroad 2.55 P. M.; arrive at Bethlehem Junction 4.09 P. M.; leave *via* Profile & Franconia Notch Railroad 4.10 P. M.; arrive at Profile House 4.45 P. M.

SUNDAY, September 9.—At the Profile House.

MONDAY, September 10.—At Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, 3.35 P. M.; arrive at Bethlehem

Junction 4.02 P. M.; leave Bethlehem Junction 4.09 P. M., and Fabyan's 4.35 P. M.; leave Base Station, *via* Mount Washington Railway, 5.10 P. M.; arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, September 11.—Leave summit of Mount Washington 7.00 A. M. *via* Mount Washington Railway and arrive at Fabyan's 8.50 A. M.; leave Fabyan's 9.00 A. M.; arrive at Crawford House 9.13 A. M.; in the afternoon carriage ride to the summit of Mount Willard.

WEDNESDAY, September 12.—At the Crawford House.

THURSDAY, September 13.—Leave Crawford House, *via* Portland & Ogdensburg Railroad, 9.48 A. M., and proceed through the White Mountain Notch; arrive at Wolfeboro' Junction 12.15 M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station in Causeway street) 3.50 P. M.


The price of tickets for the round trip from Boston back to Boston is SIXTY DOLLARS. This sum includes all transportation by rail, steamer, and stages; board and incidental meals at North Adams, Saratoga, Ausable Chasm, Montpelier, Profile House, Mount Washington Summit House, Crawford House, Wolfeboro' Junction, and on steamer "Vermont;" carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House until October 1.

Tickets for this excursion must be taken on or before Friday, August 31, four days in advance of the date of departure.

W. RAYMOND,
I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Summer Excursion No. 6, 1888.

Leaving Boston Tuesday, September 4, and returning Friday, September 14.

An Eleven Days' Trip through the

ADIRONDACK MOUNTAINS

And to Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc.

Incidental visits to Elizabethtown, Keene Valley, Beautiful Lake Placid

(the Gem of the Adirondack Lakes), and Adirondack Lodge.

Price of Tickets (all Traveling Expenses Included), \$60.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

No. 6 in our list of autumn trips includes in the main the round of travel described in connection with No. 3, with the change of starting from Boston by the Hoosac Tunnel Route, and proceeding at once to Saratoga, the programme of travel beyond that point being the same.

The party will leave Boston Tuesday morning, September 4, and proceed to Saratoga by the Hoosac Tunnel Line, arriving there at an early afternoon hour. Wednesday will be passed at Saratoga; Congress Hall, one of the largest and finest of the great summer hotels, being our headquarters. In the morning between the hours of 9.00 A. M. and 1.00 P. M., there will be a carriage ride.

Leaving Saratoga by the Delaware & Hudson Canal Company's Railroad Thursday morning, the party will journey by rail to Lake George *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the fine steamers of the Cham-

plain Transportation Company. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Dinner will be served on board the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain as far as Westport, from whence a stage transfer will carry us to Elizabethtown. We remain at the Windsor, in that romantic town, through Friday and until Saturday morning. Leaving then by stage, we penetrate the beautiful mountain region, crossing the foot of the Keene Valley, and reaching the shores of lovely Lake Placid in the afternoon.

Three days will be devoted to this charming resort, the party making the Grand View House or the Mirror Lake House its headquarters; and there will be ample opportunities for fishing, boating, and other sports. On one of the days there will be an excursion to Adirondack Lodge, one of the most romantic retreats in this picturesque region.

Leaving Lake Placid by stage Wednesday forenoon, September 12, we proceed to Saranac Lake, stopping *en route* at the popular Ray Brook House for dinner, and reaching the lake station in time to take the train for Plattsburg over the Chateaugay Railroad at 3.35. From Plattsburg the party will proceed over the Delaware & Hudson Canal Company's Railroad to Port Kent, and thence by stage to the Lake View House. Thursday forenoon will be devoted to an inspection of the wonders of the celebrated chasm.

Leaving the Lake View House at 2.30 P. M. on Thursday, the party will proceed by stage to Port Kent, three miles distant, and thence, by the steamer "Chateaugay," across Lake Champlain to Burlington, Vt. At Burlington connection will be made by special arrangement with a train on the Central Vermont Railroad for Rutland, and the latter point will be reached after a pleasant railway ride of three hours. The night

will be passed at the Bardwell and Bates Houses, and the ensuing morning the parties will leave Rutland *via* the Central Vermont Railroad, and proceed to Boston.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, September 4.—Leave Boston from the Fitchburg Railroad station, Causeway street, at 8.30 A. M. On arrival at the station members of the party should check their baggage to Saratoga *via* the Hoosac Tunnel Line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 12.50 P. M.; lunch at the station dining-rooms; arrive at Saratoga 3.15 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, September 5.—At Saratoga. Carriage drive between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Geyser Springs, etc.

THURSDAY, September 6.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; go on board steamer "Vermont," Captain George Rushlow, and leave Fort Ticonderoga at 1.30 P. M.; dinner on board steamer "Vermont;" arrive at Westport, N. Y., 3.30 P. M.; thence by O. Kellogg's Stage Line to Elizabethtown, arriving about 5.30 P. M.; stop at the Windsor, O. Kellogg, proprietor.

FRIDAY, September 7.—At Elizabethtown.

SATURDAY, September 8.—Leave Elizabethtown by Agnew Brothers' Stage Line at 7.00 A. M.; dinner at Cascade Lake House, Cascadeville, Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View House, Henry Allen, proprietor, or the Mirror Lake House, Isham Brothers, proprietors.

SUNDAY, September 9.—At Lake Placid.

MONDAY, September 10.—At Lake Placid. Carriage ride to Adirondack Lodge, Henry van Hovenbergh, proprietor, visiting John Brown's grave on the way. Dinner at Adirondack Lodge, and return to Lake Placid.

TUESDAY, September 11.—At Lake Placid.

WEDNESDAY, September 12.—At Lake Placid. Leave Lake Placid by Fitch O'Brian's Stage Line at 11.00 A. M.; dinner at Ray Brook House, Duncan Cameron, proprietor; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.35 P. M.; arrive at Plattsburg 7.00 P. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by William Harper's stages from that point to Lake View House, Ausable Chasm.

THURSDAY, September 13.—At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by stage at 2.30 P. M.; connect with steamer "Chateaugay" at Port Kent, and leave there at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railroad (Rutland Division), and arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell and Bates Houses.

FRIDAY, September 14.—Leave Rutland, *via* Central Vermont Railroad, 7.00 A. M.; arrive at Boston 1.35 P. M.


The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodation at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Rutland, Vt.; incidental meals at Athol, Mass., on steamer "Vermont," at Adirondack Lodge, and at Ray Brook House; carriage rides at Saratoga, Lake Placid, and Ausable Chasm; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

The tickets returning from Lake Placid will be good until October 1.

Tickets for the excursion must be taken on or before Friday, August 31, four days previous to the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursions Nos. 7 and 16, 1888.

Leaving Boston Tuesdays, September 4 and 18; and returning
Mondays, September 10 and 24.

A Seven Days' Tour of the

WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest,
with visits to North Conway, the Crawford House, the Profile House, the
Flume House, etc., a Night on the Summit of Mount Washington,
Excursion through the White Mountain Notch, Carriage Ride
up Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included), . . . \$40.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$28.00.

THE seventh and sixteenth in our series of autumn tours follow the same itinerary, and are devoted to a grand round of the White Mountain region. The trip will occupy seven days—two days additional to Excursions Nos. 1, 11, and 18. The same points will be visited, but the sojourns at some places will be prolonged, and the order in which the several resorts will be visited is reversed. The parties will leave Boston Tuesday, September 4, and Tuesday, September 24, taking a train at the Eastern Division station of the Boston & Maine Railroad, Causeway street, at 1.30 P. M. The route eastward and northward is through Lynn, Salem, Beverly, Newburyport, Ports-

mouth, Great Falls, and Conway. North Conway will be reached at 6.05 P. M., and the night and succeeding forenoon will be passed at the Kearsarge House. Leaving North Conway at 3.10 P. M. on Wednesday, July 11 and 25, the parties will proceed northward through the romantic White Mountain Notch, over the most picturesque part of the Portland & Ogdensburg Railroad. This trip is one of the grandest features of the journey through the mountain region. The scenery is grand and impressive, as the traveler is carried into the very heart of the hills. The train will be due at the Crawford House at 4.25 P. M., and at that celebrated hotel the parties will remain through Thursday, and until Friday afternoon. Thus ample time will be given to visit all the picturesque points in and about the White Mountain Notch, and also to ascend Mount Willard, which commands a remarkably fine view. The ascent will be made Thursday in the course of a carriage excursion, a good road leading to the summit.

Leaving the Crawford House, *via* the Portland & Ogdensburg Railroad, at 4.25 Friday afternoon, the parties will proceed to the Mount Pleasant House, and thence, over the Mount Washington Branch of the Boston & Lowell system, and the Mount Washington Railway, to the top of the highest mountain in New England. The summit will be reached at 6.30 P. M.; and here, at the elevation of 6,291 feet above the sea, the night will be passed at the Mount Washington Summit House. Leaving the mountain top at 7.00 A. M. Saturday, the parties will take the railway down into the valley, and thus enjoy a second trip over this wonderful line. Taking the same route, as far as the Mount Pleasant House and Fabyan's, by which we approached Mount Washington, we continue down the Ammonoosuc Valley to Bethlehem Junction, where we change to the Profile & Franconia Notch Railroad (narrow gauge) for the farther ride of nine miles to the Profile House.

At this famous mountain retreat the parties will spend Sunday, or, if preferred, per-

sons may go on to the Flume House, five miles farther down the picturesque valley of the Pemigewasset, and pass Sunday there. Both hotels are under the proprietorship of Messrs. Taft & Greenleaf; and in the vicinity of the Flume House are many places of interest, including the Flume, Pool, and Mount Pemigewasset. There will be a carriage ride Saturday afternoon to the Flume and Pool from the Profile House, and members of the party who desire to remain at the Flume House need not return.

Monday will be devoted to the return journey to Boston. Stage coaches will leave the Profile House at 9.00 A. M. and the Flume House an hour later. The parties will leave North Woodstock by the Pemigewasset Valley Branch at 11.10 A. M. Plymouth will be reached at 12.00, and after dinner at the Pemigewasset House the southward journey by rail will be resumed over the Boston & Lowell system of roads. The train will be due in Boston at 5.00 P. M.

ITINERARY.

TUESDAY, Sept. 4, Autumn Excursion No. 7.	}	Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 1.30 P. M. On arrival at the station, members of the parties should check their baggage to North Conway. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Conway, 6.05 P. M.; to Kearsarge House.
TUESDAY, Sept. 18, Autumn Excursion No. 16.		

WEDNESDAY, Sept. 5, Autumn Excursion No. 7.	}	Leave North Conway, <i>via</i> the Portland & Ogdensburg Railroad, at 3.10 P. M., and proceed through the White Mountain Notch; arrive at the Crawford House 4.25 P. M.
WEDNESDAY, Sept. 19, Autumn Excursion No. 16.		

THURSDAY, Sept. 6, Autumn Excursion No. 7.	}	At the Crawford House; carriage ride to the summit of Mount Willard.
THURSDAY, Sept. 20, Autumn Excursion No. 16.		

FRIDAY, Sept. 7, Autumn Excursion No. 7. } Leave the Crawford House, *via* Portland &
 FRIDAY, Sept. 21, Autumn Excursion No. 16. } Ogdensburg Railroad, 4.25 P. M., and proceed
 over said road to the Mount Pleasant House, and thence over the Mount Washington Branch of the
 Boston & Lowell system, to the Base Station, arriving at 5.10 P. M.; thence over the Mount Washington
 Railway, arriving at the Mount Washington Summit House 6.30 P. M.

SATURDAY, Sept. 8, Autumn Excursion No. 7. } Leave the summit of Mount Washington, *via*
 SATURDAY, Sept. 22, Autumn Excursion No. 16. } Mount Washington Railway, at 7.00 A. M.,
 and reach Base Station at 8.20 A. M.; thence over Mount Washington Branch to Fabyan's, the Boston &
 Lowell system to Bethlehem Junction, and the Profile & Franconia Notch Railroad to the Profile House,
 reaching the latter point at 10.30 A. M; carriage ride in the afternoon, visiting the Flume, Pool, etc.
 Persons who desire to pass Sunday at the Flume House instead of at the Profile House can do so.

SUNDAY, Sept. 9, Autumn Excursion No. 7. }
 SUNDAY, Sept. 23, Autumn Excursion No. 16. } At the Profile House or the Flume House.

MONDAY, Sept. 10, Autumn Excursion No. 7. } Leave the Profile House at 9.00 A. M. and the
 MONDAY, Sept. 24, Autumn Excursion No. 16. } Flume House 10.00 A. M. by stage, and
 proceed to North Woodstock; leave North Woodstock, *via* the Pemigewasset Valley Branch, at 11.10 A. M.;
 arrive at Plymouth 12.00 M; dinner at the Pemigewasset House; leave Plymouth at 1.03 P. M.; arrive in
 Boston (Boston & Lowell station, Causeway street) 5.00 P. M.


The price of tickets for the round trip from Boston back to Boston will be FORTY DOLLARS. The sum includes all transportation by rail and stage; hotel accommodations and incidental meals at North Conway, the Crawford House, summit of Mount Washington, Profile House, Flume House, and Pemigewasset House; all excursions, side trips, and carriage rides, enumerated in the itinerary; all transportation and care of checked baggage; services of conductors, etc. Return tickets are good from the Profile House thirty days.

The price of tickets for children between the ages of five and twelve years will be TWENTY-EIGHT DOLLARS.

Tickets for Excursion No. 7 must be taken on or before Friday, August 31, and for Excursion No. 16 on or before Friday, September 14, four days before the dates of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 8, 1888.

Leaving Boston Wednesday, September 5, and Returning Thursday,
September 13.

ISLES OF SHOALS, MT. DESERT, MOOSEHEAD LAKE,

An Excursion to the Summit of Green Mountain, Old Orchard Beach, etc.

A Nine Days' Trip to the Most Picturesque Places on the New
England Coast, with a Visit to Maine's Most Beautiful Lake.

All Railway Travel in Drawing-Room Cars.

Price of Tickets (all Traveling Expenses Included), \$50.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$35.00.

ONE of our most delightful summer and early autumn trips is the one that includes a round of those popular eastern shore and lake resorts, the Isles of Shoals, Mount Desert, Moosehead Lake, and Old Orchard Beach. The sixth excursion in our fall series comprises a tour of nine days' duration, with visits to all these attractive places. It is a feature of this trip that all the railway travel will be in drawing-room cars.

The party will leave Boston Wednesday, September 5, at 9.00 A. M., from the Eastern Division station of the Boston & Maine Railroad on Causeway street. The eastward journey brings into view a picturesque part of the Massachusetts and New Hampshire coasts. We shall reach the old city of Portsmouth, N. H., at 11.15 o'clock, and there transfer to a steamer for the farther trip to the Isles of Shoals, about ten miles distant. The trip affords a delightful view of Portsmouth and its charming surround-

ings. The islands will be reached at 12.30, and the party will stop at the Oceanic over Thursday.

The Isles of Shoals comprise a group of eight islands belonging partly to Maine and partly to New Hampshire, the possession of the latter State having been incorporated into the town of Gosport. They were first called Smith's Isles, having been thus designated by the redoubtable Captain John Smith, who visited them in 1614. One of the first settlers was William Pepperell, an ancestor of Sir William Pepperell, of Kittery. There was a populous settlement (about 600 persons) here previous to the Revolution, fishing being the main pursuit; and as early as over 150 years ago ship-loads of fish were sent to Spain and the West Indies. Now the fishing interest has dwindled in importance, or rather it has been left to the guests of the hotels. The islands are masses of rocks, and a ramble in any direction is full of interest.

The party will leave the islands at 9.30 o'clock Friday morning, by steamer, for the return trip to Portsmouth, and that city will be reached at 10.25. Special drawing-room cars will be in waiting, and, leaving Portsmouth at 10.50 o'clock, the party will continue its journey eastward. On leaving Portsmouth the train crosses the Piscataquis River and enters the State of Maine. The railway skirts the Maine coast for some distance, and between Biddeford and Saco crosses the Saco River. Portland is soon reached, but there will be no delay there, the train proceeding at once over the Maine Central Railroad. Lunch will be provided on the cars.

The Maine Central Railroad passes through a beautiful section of the Pine Tree State, and for nearly fifty miles along the pleasant banks of the Kennebec River. The Androscoggin River is first crossed at Brunswick; a little farther on the road approaches the Kennebec. Bowdoinham, Richmond, Gardiner, Hallowell, and Augusta (the fair capital of the State) are among the places passed through. At

Augusta, the Capitol, a massive granite structure, is seen upon the left; and upon the right, across the river, are the Insane Hospital and the United States Arsenal. On leaving Augusta, the train crosses the Kennebec on an iron bridge, from which a fine view is had. Continuing along the eastern bank of the river for nearly a score of miles, we pass through Vassalboro' and Winslow into Waterville, a handsome town and the seat of Colby University. Ticonic Falls are seen on entering Waterville. The Kennebec is crossed for the last time near Waterville, and our route leads through a dozen smaller towns to Bangor. Continuing from that city over the new Mount Desert Branch of the Maine Central, the party will cross the Penobscot River, and pass through Brewer, Holden, Ellsworth, and Hancock to the ferry landing, which is near the foot of Sullivan River Falls, forty-three miles from Bangor, and thence by ferry-boat across Frenchman's Bay to Bar Harbor, a farther distance of seven miles, Bar Harbor will be reached at 8.00 P. M., and there will be a carriage transfer from the boat landing to the West End Hotel.

Mount Desert Island lies on the coast of Maine 110 miles east of Portland, and is separated by an arm of the sea about 700 feet wide. It has an area of about 100 square miles, and includes three towns — Tremont, Mount Desert, and Eden. Bar Harbor, the chief place of summer resort, lies significantly within the borders of the latter. The surface of the island is diversified in a remarkable manner. Ocean, lake, and mountain are the elements of almost every prospect. There are scores of mountains, one of which, Green Mountain, towers to the height of 1,522 feet, presenting a bold outline from every direction. A beautiful sheet of water known as Eagle Lake nestles at its foot. There are five other mountains over 1,000 feet high. At one place a deep sound penetrates the island for seven miles, overshadowed by ponderous mountains. The shore is a succession of picturesque cliffs broken here and there into little

inlets and beaches. There are numerous fresh-water lakes, one of the most charming of which, Eagle Lake, has already been mentioned.

The view from Green Mountain is indescribably fine, and on Saturday there will be an excursion thither. Barges will convey the party from the West End Hotel to Eagle Lake, and the steamer "Wauwinet" will carry the passengers across the lake to the base of the mountain, from whence they will be taken to the summit by the Green Mountain Railway. This road is similar in construction to the famous Mount Washington Railway. For upwards of a mile it is bolted to the mountain ledges. As the lake as an elevation of of 270 feet, the railway has an ascent of over 1,250 feet. For a distance of 500 feet the grade is one foot per yard. The entire journey from Bar Harbor to the summit occupies about an hour and a half.

Saturday and Sunday will be passed at Bar Harbor. Leaving Bar Harbor Monday morning, the travelers will retrace their way by ferry-boat and cars to Bangor, where dinner will be provided. The journey will then be resumed over the Bangor & Piscataquis Railroad, a connection of the Maine Central, to Greenville, eighty-eight miles distant, at the southern extremity of Moosehead Lake. This road diverges from the Maine Central at Oldtown, twelve miles beyond Bangor, and to that point the traveler rides beside the noble Penobscot. Upon an island in the river, at Oldtown, is an ancient Indian village. The road now leaves the Penobscot, and passes through several small towns. Near Milo Junction a magnificent view is had of Mount Katahdin, which is about forty miles distant. This mountain is 5,385 feet high and the loftiest peak in Maine. At Greenville a steamer will be in waiting, and, after a pleasant sail of nearly twenty miles, the hospitable Mount Kineo House will be reached.

Moosehead Lake, the largest and certainly most romantic of Maine's numerous

sheets of water, is on the outskirts of the far-reaching wilderness that has rendered Northern Maine a *terra incognita*, save to the bold and adventurous sportsman. It is thirty-six miles long, from a mile to fourteen miles in width, and so irregular in form that its shore line extends fully 300 miles. It is the unfailing reservoir of the picturesque Kennebec River, and is fed by numerous little streams, several of which flow from other lakes or small ponds. The shores are generally wooded with birch and poplar, fir and spruce, and present every form of graceful contour in countless bays and peninsulas. The dominant feature in the view from the lake is Mount Kineo, a bold eminence that rises in an unbroken cliff to the height of 1,758 feet above the sea level, or 763 feet above the lake, from a peninsula on the west side.

Tuesday morning will be devoted to a steamer excursion upon the lake with visits to its most romantic and picturesque points.

Leaving the Mount Kineo House Wednesday morning, the party will return to Greenville by boat, and then to Bangor over the Bangor & Piscataquis Railroad, going to Portland over the Maine Central Railroad. Dinner will be provided *en route*. On arrival at the Boston & Maine Railroad transfer station, in Portland, the cars will be transferred to that road; and a ride of a few miles will bring the travelers to Old Orchard Beach, where three of the leading hotels — the Hotel Fiske, Sea-Shore, and Old Orchard House — will furnish abiding places for the party until the following afternoon.

Old Orchard Beach is one of the most favored of New England coast resorts, its peculiar situation rendering it accessible for Canadian tourists as well as for pleasure seekers residing within our own country. The beach is of crescent shape, nine miles in length. The great hotels are capable of accommodating 3,000 guests, and the facilities for bathing and boating are unsurpassed.

The party will leave Old Orchard Beach at 1.00 P. M. Thursday, and proceed to

Boston over the Boston & Maine Railroad (Western Division). This route passes through Saco, Biddeford, and Kennebunk, Me.; Great Falls, Dover, and Exeter, N. H.; and Haverhill, Lawrence, Wakefield, and Malden, Mass. Boston will be reached at 4.45 P. M.

ITINERARY.

WEDNESDAY, Sept. 5.—Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 9.00 A. M., in train of drawing-room cars. On arrival at the station members of the party should check their baggage to Portsmouth, N. H. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel at the Isles of Shoals. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. On arrival at Portsmouth, N. H., at 10.50 A. M., transfer to the steamer "Oceanic," and proceed to the Isles of Shoals; arrive at the Oceanic 12.30 P. M.

THURSDAY, Sept. 6.—At the Oceanic, Isles of Shoals.

FRIDAY, Sept. 7.—Leave Isles of Shoals by steamer 9.30 A. M.; arrive at Portsmouth 10.25 A. M.; transfer to the Boston & Maine Railroad station (Eastern Division), and at 12.50 P. M. take special drawing-room cars for Bangor and Mount Desert Ferry over said road and its continuation, the Maine Central Railroad; lunch on the train after leaving Portland; arrive at Bangor 5.05 P. M.; arrive at Mount Desert Ferry 7.15 P. M.; arrive at Bar Harbor 8.00 P. M.; carriage transfer to West End Hotel.

SATURDAY, Sept. 8.—In the forenoon and afternoon excursions will be made to the summit of Green Mountain, members of the party making their own choice of hours; barges will leave the West End Hotel at 9.30 A. M. and at 2.00 P. M., crossing Eagle Lake on steamer "Wauwinet," and connecting at Base Station with train up Green Mountain Railway; return to West End Hotel over same route.

SUNDAY, Sept. 9.—At Bar Harbor.

MONDAY, Sept. 10.—Carriage transfer to boat landing, and at 10.10 A. M. leave Bar Harbor by ferry-boat; arrive at ferry landing, Hancock, 11.25, and proceed thence by rail in drawing-room cars; arrive at Bangor 1.10 P. M.; dinner at station dining-rooms; proceed over the Bangor & Piscataquis Railroad to

Greenville, arriving there at 5.30 P. M.; connect with steamer on Moosehead Lake, and arrive at Mount Kineo House 7.30 P. M.

TUESDAY, Sept. 11.—Leave Mount Kineo House 9.30 A. M. for a steamer excursion around the lake.

WEDNESDAY, Sept. 12.—Leave Mount Kineo House by steamer at 7.00 A. M.; connect at Greenville with a train of drawing-room cars; arrive at Bangor 1.00 P. M.; dinner at station dining-rooms; proceed to Portland (Boston & Maine transfer station), arriving there at 5.30 P. M.; thence, *via* Boston & Maine Railroad, to Old Orchard Beach, arriving at 5.40 P. M.; to the Hotel Fiske, Sea-Shore and Old Orchard Houses.

THURSDAY, Sept. 13.—Leave Old Orchard Beach, *via* Boston & Maine Railroad, in drawing-room cars, at 1.00 P. M.; arrive in Boston (Boston & Maine Railroad station, Haymarket square) 4.45 P. M.


The price of tickets for the excursion will be FIFTY DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals at the Isles of Shoals, Bar Harbor, Mount Kineo House, and Old Orchard Beach; the excursions to the summit of Green Mountain and on Moosehead Lake; transportation and care of checked baggage; services of conductors, etc. Price of tickets for children between the ages of five and twelve years, THIRTY-FIVE DOLLARS.

Return railway tickets are good from Moosehead Lake to Boston for thirty days, but the coupons for drawing-room car seats on the return journey will be good only on the dates inscribed thereon.

The tickets for this excursion must be taken on or before Saturday, September 1, four days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON MASS.

AUTUMN EXCURSION No. 9, 1888.

Leaving Boston Monday, Sept. 10, and Returning Saturday, Sept. 15.

A Delightful Tour of Six Days, via Long Island Sound to New York,
up the Hudson River to Albany and

* SARATOGA, *

Thence to Lake George, Lake Champlain and Ausable Chasm, and Homeward,
via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), . . . \$38.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$28.00.

OUR ninth trip of the season is a short but very comprehensive round of travel, with Long Island Sound, the Hudson River, Saratoga, Lake George, Lake Champlain, and Ausable Chasm as its salient features. The party will leave Boston Monday, September 10, taking a train at 3.30 P. M. at the station of the New York and New England Railroad, foot of Summer street. The magnificent steamer "City of Worcester" will convey the passengers through the sound, from New London to New York. The approach to the metropolis through Hell Gate and the East River affords a most interesting panorama of both that city and Brooklyn.

Arriving at Pier No. 40, North River, the passengers will proceed to the neighboring pier, No. 39, and go on board the new and elegant steamer "New York," of the Hudson River Day Line. This vessel is the latest addition to the Day Line fleet of boats, and in all particulars the finest. The trip up the Hudson is replete with picturesque and historic interest. The noble river flows through a region that is celebrated in song and story, and every turn of the stream presents a new picture of loveliness. Scores of places along its now peaceful shores are associated with the stirring events of our colonial and revolutionary history. The Highlands and the Catskills are seen from the steamer's deck, the boat making its way at the base of some of the loftiest peaks of the former, while the latter stretch away into the blue distance, a most imposing group of mountains. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party from that city to Saratoga.

Wednesday will be passed at Saratoga, the visitors making their headquarters at the popular Congress Hall. This hotel is situated in the very center of the great watering place, in proximity to the Congress, Hathorne, Columbian, Washington, High Rock, and other famous springs. In the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and first proceed to Caldwell, on the shores of lovely Lake George. A steamer trip from one end of the lake to the other is the next feature, and after a short railway journey from the shores of Lake George to those of Lake Champlain, the traveler resumes his steamboat journey northward. Both Lake George and Lake Champlain are very picturesque, each in its own way, and the region in which they lie is crowded with historic associations. The steamer will reach Port Kent soon

after six o'clock, and there will be a stage transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday forenoon will be devoted to an inspection of this remarkable freak of nature. A boat ride through one section of the gorge will aid the visitor in his explorations, and as this trip lands him at a considerable distance down the stream, there will be a carriage ride back to the hotel. After dinner at the Lake View House, the party will return to Port Kent by stage, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railway will be taken for Rutland.

Rutland is one of the pleasantest places in the Green Mountain State; and here, at the Bardwell and Bates Houses, Friday night will be passed. The party will leave Rutland, *via* the Central Vermont Railroad, Saturday morning, and proceed to Boston *via* Bellows Falls, Vt., Keene, N. H., and Winchendon, Fitchburg, Ayer, and Concord, Mass., arriving at the Fitchburg Railroad station, Causeway street, at 1.35 p. m. The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, Sept. 10.—Leave Boston by the Norwich Line (station of New York & New England Railroad, foot of Summer street) at 3.30 p. m. On arrival at the station members of the party should check their baggage to Saratoga, *via* Norwich Line and Hudson River Day Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 p. m.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

TUESDAY, Sept. 11.—Arrive in New York about 7.00 a. m.; breakfast on board the steamer; leave New York, Pier 39, Hudson River Day Line, at 8.40 a. m., on steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 p. m., connecting with a train from the steamboat wharf, *via* the Delaware

& Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 12.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, Sept. 13.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; go on board steamer "Vermont;" Captain George Rushlow, and leave Fort Ticonderoga 1.30 P. M.; dinner on board steamer "Vermont;" arrive at Port Kent 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 14.—At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with steamer, leaving Port Kent at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railroad (Rutland Division); arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell and Bates Houses.

SATURDAY, Sept. 15.—Leave Rutland 7.00 A. M.; arrive in Boston (Fitchburg Railroad station, Causeway street) 1.35 P. M.

The price of tickets for the entire trip from Boston back to Boston is THIRTY-EIGHT DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals on the steamers "City of Worcester," "New York," and "Vermont;" stateroom berths on the steamer "City of Worcester;" carriage rides at Saratoga and Ausable Chasm; boat ride through the Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.


Price of tickets for children between the ages of five and twelve years, TWENTY-EIGHT DOLLARS.

Return railway tickets from Burlington to Boston are good until October 1, 1888.

Tickets for this excursion must be taken on or before Thursday, September 6, four days in advance of the date of leaving Boston.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 10, 1888.

Leaving Boston Tuesday, Sept. 11, and Returning Saturday, Sept. 15.

A Charming Trip of Five Days over the Hoosac Tunnel Route to

SARATOGA,

and thence to Lake George, Lake Champlain, and Ausable Chasm, with a return
via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), - - - \$32.50.

Price of Tickets for Children between the ages of 5 and 12 years, \$20.00.

EXCURSION No. 10 is similar to No. 9, the exception being in the route to Saratoga and in the date of departure. The party will leave Boston Tuesday morning, September 11, and proceed over the picturesque Hoosac Tunnel route to the famous watering-place. The Fitchburg Railroad, which forms the eastern section of this popular railway route, extends through an interesting part of Northern and Northwestern Massachusetts. The valleys of Miller's River and the Deerfield River disclose many charming views. At a distance of 135 miles from Boston the traveler enters the famous Hoosac Tunnel, which was completed by the State of Massachusetts at a cost of \$16,000,000. For a distance of four and three-quarters miles the railroad is carried beneath Hoosac Mountain. At the western end of the tunnel we emerge into the.

beautiful town of North Adams. The railroad continues along the picturesque valley of the Hoosac River, through a little corner of Vermont, and into New York State, where the country becomes less mountainous. Saratoga will be reached at 3.15 P. M.; and there will be an omnibus transfer to Congress Hall.

The succeeding day will be passed at Saratoga, and there will be a carriage ride, with visits to the principal springs and other points of interest.

Thursday will be devoted to the varied and picturesque trip from Saratoga to Ausable Chasm by the way of Lakes George and Champlain. The party will leave Saratoga by rail in the morning and proceed to Caldwell, where one of the Champlain Transportation Company's steamers will be in waiting. The trip across Lake George will occupy about three hours, and subsequently there is a delightful voyage down Lake Champlain of several hours. The boat reaches Port Kent shortly after six o'clock, after a large section of the lake has been traversed, and there is then a stage ride of three miles to the Lake View House, which stands near Ausable Chasm. Friday forenoon will be spent in an exploration of the famous chasm, with an exciting boat ride down through its wildest part, and a carriage ride back to the hotel.

Leaving the Lake View House after dinner, the party will return to Port Kent by stage, and, taking the steamer "Chateaugay," proceed to Burlington, Vt. The route from that point is over the Central Vermont Railroad (Rutland Division) to Rutland, where the night will be passed at the Bardwell and Bates Houses. Taking a train from Rutland Saturday morning, the passengers will reach Boston early in the afternoon.

ITINERARY.

TUESDAY, Sept. 11.—Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel Line, 8.30 A. M. On arrival at the station, members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion

tickets, and these, with the owner's name and home address plainly-inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Adams 12.50 P. M.; lunch at station dining-rooms; arrive at Saratoga 3.15 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, Sept. 12.—At Saratoga. Carriage drive between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, Sept. 13.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.30 P. M.; dinner on board the steamer; arrive at Port Kent 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 14.—Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with steamer "Chateaugay," and leaving Port Kent at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railroad (Rutland Division); arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell House.

SATURDAY, Sept. 15.—Leave Rutland at 7.00 A. M.; arrive in Boston 1.35 P. M.

The price of tickets for the excursion is THIRTY-TWO AND A HALF DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals at North Adams and on steamer "Vermont;" carriage ride at Saratoga; boat ride and carriage ride at Ausable Chasm; admission fee at the chasm; all care and transportation of checked baggage; services of conductors, etc.


Price of tickets for children between the ages of five and twelve years, TWENTY DOLLARS.

Return tickets Burlington to Boston will be good until October 1.

Tickets for this excursion must be taken on or before Friday, September 7, four days previous to the date of starting.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 12, 1888.

Leaving Boston Tuesday, Sept. 11, and Returning Saturday, Sept. 22.

New York, the Lehigh Valley, Mauch Chunk, the Famous "Switchback" or Gravity Railroad, Glen Onoko, the Historic Wyoming Valley, Watkins Glen.

NIAGARA FALLS,

The Thousand Islands, Alexandria Bay, the St. Lawrence River and Rapids, Montreal, and Lake Memphremagog. A Twelve Days' Trip over the most Romantic Routes of Travel in Pennsylvania, New York, Canada, and New England, with visits to many interesting Places of Resort.

Price of Tickets (all Traveling Expenses Included), - - \$70.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

THERE is no more varied or attractive tour than the one arranged under this head—a twelve days' trip through Pennsylvania, New York, Canada, and Northern New England. Its objective points are Mauch Chunk, Watkins Glen, Niagara Falls, the Thousand Islands, the picturesque St. Lawrence River, Montreal, and Lake Memphremagog, and the routes to be traversed in reaching them include in themselves many scenic attractions.

The party will leave Boston Tuesday, September 11, by the Fall River Line, taking

the cars at the Old Colony Railroad station, Kneeland street, at 3.40 P. M. A pleasant ride of about fifty miles brings one to Fall River, where one of the magnificent steamers of the line will be in waiting. The evening trip down Mount Hope and Narragansett Bays is delightful, and is approached in interest only by the morning passage to New York through Hell Gate and the East River. A concert by a fine orchestra is also one of the evening attractions. The approach to the metropolis affords a magnificent panoramic view of the city, the bay, the two rivers that pour their floods into the sea, and the neighboring great towns. There will be a ferry transfer from the New York side to Jersey City, and a train will convey the party thence over the Lehigh Valley Railroad, across the State of New Jersey, and into Pennsylvania. The Delaware River is crossed near Easton; and the train then ascends the valley of the Lehigh to Mauch Chunk, passing through Bethlehem, Allentown, Catasqua, Coplay, and other places largely engaged in the manufacture of iron. Beyond the iron region are the great anthracite coal measures, the Lehigh Valley road forming one of the great highways from the mines to the seaboard.

Mauch Chunk, which is situated in the very heart of the mountains, will be reached at noon; and the Mansion House will be made the headquarters of the party until noon of the following day. The view, either from the bottom of the valley or from any of the neighboring heights, is very picturesque. It was here that the anthracite coal interest had its birth, toward the close of the last century. Thursday afternoon will be devoted to a novel excursion on the Mauch Chunk & Summit Hill Railroad, popularly known as the "Switchback." The cars descend the plains by gravity, and are hauled up by stationary steam engines. The views from Mount Pisgah, Mount Jefferson, and Summit Hill are very fine, and the descent from the latter by gravity is a very exciting experience.

Thursday forenoon there will be a visit to Glen Onoko, which is situated a short distance from Mauch Chunk, and after a stay of about two hours the journey will be resumed up the Lehigh Valley. Dinner will be provided at Glen Summit; and not far beyond that point is the famous view down into the beautiful and historic vale of Wyoming, which lies a thousand feet below. This is one of the most enchanting prospects in all America. The road winds down the mountain side, and soon after passes through Wilkesbarre, a city named after John Wilkes and Colonel Barre, who defended in Parliament the rights of the American colonies. Continuing on through Pittston, Tunkhannock, Towanda, Sayre, Waverly, Elmira, Corning, and many lesser places, Watkins, N. Y., will be reached in the early evening.

The popular Glen Mountain House, which is situated in proximity to the wonderful glen, will be our sojourning place here from Thursday evening until Saturday morning, and there will therefore be ample time to inspect the many interesting sights of the region, the nearness of the hotels to the great chasm rendering this an easy task. The deep and rugged ravine abounds in picturesque features, among which are numerous cascades and romantic gorges. A ramble through the glen is attended by a constant succession of surprises.

Niagara Falls is our next halting-place, and here Saturday will be passed, the party making its headquarters at the Cataract and International houses, which are near the falls and other objects of attraction. The grounds forming the chief approaches to the great cataract, including Goat Island, are now held by the State as a public park, and visitors are now free from admission fees or other hindrances. There will be a carriage ride Saturday afternoon, with visits to Prospect Park, Goat Island, the suspension bridge, the Canada side, Table Rock, the Whirlpool Rapids, etc.

Monday morning there will be an omnibus transfer from the hotel to the New York

Central station, and the party will leave *via* the Rome, Watertown & Ogdensburg Railroad. Dinner will be provided at Richland, and Clayton will be reached in time to connect with the steamer for a pleasant evening sail to Alexandria Bay. Here the Thousand Islands House and the Crossmon House will be our abiding-places from Monday evening until Wednesday morning. Both hotels are delightfully situated near the shore and with a charming outlook upon the bay and its most romantic islands.

Wednesday will be devoted to the delightful trip down the St. Lawrence River by steamer. This voyage will take the tourist down through the remaining part of the romantic island region, and down over all the famous rapids. The rapids have a total fall of 221.6 feet before Montreal is reached, the principal ones being the Long Sault, the Coteau, the Cedars, the Split Rock, and the Lachine, the latter being just above Montreal. The passage of the rapids is very exciting, the huge boats gliding down the swift current amid sunken rocks and swirling eddies, while the waters are as turbulent as the ocean. Just before reaching Montreal the steamer passes beneath the great Victoria Bridge, one of the most stupendous works of its kind in the world.

Reaching the Canadian metropolis at 6.30 P. M., the passengers will be transferred to the handsome Windsor Hotel, on Dominion square. Here they will remain until Friday morning. Thursday will be devoted to the sights of Montreal, and a carriage ride will be, in this connection, the only programme feature. The principal churches, the park on the summit of Mount Royal, and the Grey Nunnery will be visited, and the excursion will afford views of all the most interesting sections of the city.

Friday morning there will be an omnibus transfer to the Canadian Pacific Railway station, where the party will take the cars and proceed over a branch of that line to Newport, Vt., arriving there shortly before one o'clock. After dinner at the well-known

Memphremagog House, there will be a steamboat excursion over the most romantic and picturesque sections of the lake, the boat going as far as Georgeville, Can.

Saturday morning the party will leave Newport for Boston, journeying over the Boston & Lowell Railroad system. Dinner will be provided at the Pemigewasset House, Plymouth, N. H., and the train will reach Boston at 5.00 P. M.

ITINERARY.

TUESDAY, Sept. 11.—Leave Boston by the Fall River Line (station of Old Colony Railroad, Kneeland street) at 3.40 P. M. On arrival at the station members of the party should check their baggage to Mauch Chunk *via* Fall River Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive in Fall River at 5.19 P. M.; go on board one of the steamers of the Fall River Line; supper and stateroom berths furnished.

WEDNESDAY, Sept. 12.—Arrive in New York 7.20 A. M.; breakfast on board the steamer; leave New York by ferry for Jersey City, and thence at 8.15 A. M. *via* Lehigh Valley Railroad; arrive at Mauch Chunk at 12.00; stop at the Mansion House; in the afternoon excursion to Summit Hill, and return by Mauch Chunk & Summit Hill Railroad.

THURSDAY, Sept. 13.—Leave Mauch Chunk by the Lehigh Valley Railroad at 9.55 A. M. and Glen Onoko at 10.02 A. M.; arrive at Glen Summit 11.52 A. M.; dinner at the Glen Summit House; leave Glen Summit 1.35 P. M., and continue over the mountains and through the Wyoming Valley, arriving at Watkins at 7.00 P. M.; carriage transfer to the Glen Mountain House.

FRIDAY, Sept. 14.—At Glen Mountain House, Watkins Glen.

SATURDAY, Sept. 15.—Leave Watkins at 7.00 A. M. by rail; arrive at Niagara Falls 1.00 P. M.; omnibus transfer to the Cataract House; in the afternoon carriage drive, visiting the two suspension bridges, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, Sept. 16.— At Niagara Falls.

MONDAY, Sept. 17.— Omnibus transfer to the New York Central Railroad station, and at 7.30 A. M. leave Niagara Falls by the Rome, Watertown & Ogdensburg Railroad; arrive at Richland, N. Y., 1.35 P. M.; dinner at the station dining-rooms; arrive at Clayton 4.40 P. M.; leave at once by steamer, and arrive at Alexandria Bay 6.25 P. M.; stop at the Thousand Islands House and the Crossmon House.

TUESDAY, Sept. 18.— At Alexandria Bay.

WEDNESDAY, Sept. 19.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

THURSDAY, Sept. 20.— At Montreal. Carriage drive, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

FRIDAY, Sept. 21.— Leave Montreal at 8.45 A. M. (omnibus transfer from the Windsor Hotel to the station of the Canadian Pacific Railway, Dalhousie square; arrive at Newport, Vt., 12.50 P. M.; stop at the Memphremagog House; during the afternoon there will be a steamer excursion on Lake Memphremagog.

SATURDAY, Sept. 22.— Leave Newport (Boston & Lowell Railroad) at 8.40 A. M.; arrive at Plymouth, N. H., 12.33 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.05 P. M.; arrive in Boston (Boston & Lowell Railroad station) at 5.00 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; stateroom berths on the Fall River Line; omnibuses and carriage transfers at Watkins, Niagara Falls, and Montreal; carriage rides at Niagara Falls and Montreal; toll and admission fees at Niagara Falls and at Watkins Glen; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.


Price for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

Tickets returning from Montreal will be good until October 1.

Tickets for this trip should be taken on or before Friday, September 7, four days previous to the date of leaving.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 13, 1888.

Leaving Boston Tuesday, Sept. 11, and Returning Saturday, Sept. 22.

New York, Hudson River,

TRENTON FALLS,

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, the Fabryan House, and the White Mountain Notch. A Twelve Days' Trip over the most Romantic Routes of Travel and to some of the most Attractive Points of Interest in New York, Canada, and New England.

Price of Tickets (all Traveling Expenses Included), - - \$75.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$55.00.

THE thirteenth of our July excursions is a comprehensive tour through a large portion of New York, Canada, and New England, with halts at numerous points of picturesque interest and at places of historic importance. It is a new combination of routes, and one that is sure to commend itself to the traveler who seeks summer recreation. A large part of the journey will be by water.

The party will leave Boston by the Fall River route at 3.40 P. M., Tuesday, September 17. The voyage through Long Island Sound will be made on one of the fine steamers of this line; and the approach to New York through East River, which affords such a magnificent panorama of the metropolis and its neighbors, will occupy the morning

hours. After breakfast on the steamer there will be a transfer to the Hudson River Day Line boat for the farther trip up the noble "American Rhine." This delightful journey takes the entire day, and both dinner and supper will be furnished on the steamer. The boat will reach Albany, the handsome capital of the Empire State, at 6.10 P. M., and the passengers will change to the cars of the New York Central & Hudson River Railroad, departing from that city at 7.45 P. M. Elegant Wagner sleeping-cars will be brought into requisition for the journey from Albany to Utica, and thence to Trenton Falls over the Utica Line of the Rome, Watertown & Ogdensburg Railroad. Trenton Falls will be reached in the morning, and there will be a stage transfer from the station to Moore's Hotel, where both breakfast and dinner will be had. The forenoon will be passed at this charming resort, with ample time for a visit to the falls. The falls are five in number, and are situated upon West Canada Creek, an affluent of the Mohawk. They are not grand in the same sense that the gigantic cataract of Niagara is grand, but in picturesqueness and romantic beauty America has nothing finer. Their peculiar charms have inspired many eminent writers. A delightful path through an old forest leads from the hotel to the stream, and along its brink to the several vantage points. The walls are in places perpendicular, and from 70 to 200 feet high, the stream having carved its way through the Trenton limestone. The chief falls are Sherman Fall, High Falls, Mill Dam Fall, and the Cascade of the Alhambra: and just above the latter is the worn mass known as Rocky Heart. Prospect Falls, the fifth and least interesting of the series, are three miles from the hotel.

After dinner at the hotel, there will be a stage transfer to the station, and the party will resume its journey northward over the railway line. The road leads along the western verge of the Adirondack region, and through a picturesque section of New

York. Not far from Boonville, which is seventeen miles north of Trenton Falls, is situated the famous "John Brown Tract," purchased in 1792 by John Brown, a wealthy gentleman of Providence, R. I., for the purpose of founding colonies. The tract, embracing 210,000 acres, was divided into eight townships, denominated Industry, Enterprise, Perseverance, Unanimity, Frugality, Sobriety, Economy, and Regularity; but the colonization scheme failed in spite of its commendable nomenclature. The John Brown here alluded to should not be confounded with the hero of Osawatomie and Harper's Ferry, who had his home in another part of the Adirondack region (at North Elba), and who is buried there.

At Clayton the passengers will transfer to the steamer lying at the dock adjoining, and there will be a short evening sail through a part of the Thousand Islands district to Alexandria Bay. Here, at the Thousand Islands House and the Crossmon House, both of which are charmingly situated near the shore, and with a fine outlook upon the numerous islands, the party will remain through the ensuing day. There will thus be an opportunity to enjoy the pastimes of this famous resort — fishing, boating, etc.

Saturday morning the party will leave Alexandria Bay for the famous trip by steamer down the St. Lawrence River. This journey takes the passengers through the remaining part of the Thousand Islands region, and over all the rapids of the great river of the North. Dinner will be served on the boat; and Montreal, which is situated just below the Lachine Rapids, the last and most exciting of the series, will be reached at 6.30 P. M. Sunday and Monday will be passed in the attractive Canadian metropolis, the visitors making their headquarters at the magnificent Windsor Hotel. There will be a carriage ride Monday morning, with visits to the most interesting parts of the city, the principal churches and public buildings, the elevated park on Mount Royal, and the Grey Nunnery.

The party will leave Montreal by steamer at 7.00 o'clock Monday evening, and enjoy a trip down the St. Lawrence River to Quebec. On arriving at Quebec Tuesday morning, the visitors will be transferred to the St. Louis Hotel and the Russell House, which will be made the abiding places of the party until the afternoon of the succeeding day. In the course of a carriage ride, which will occupy half a day, the most interesting parts of Quebec and its handsome suburbs will be visited. The carriage excursion will include a trip to the Falls of Montmorenci, as well as visits to the Citadel, the Plains of Abraham, etc.

After dinner Wednesday there will be an omnibus transfer from the hotels to the Quebec Central ferry, and a train will be taken on the Point Levis side of the St. Lawrence for Newport, Vt., *via* Sherbrooke. Supper will be provided at Sherbrooke. The Quebec Central Railway extends to that point, and the farther journey will be over the Passumpsic Division of the Boston & Lowell system. Newport will be reached at 10.45 P. M.

Thursday will be spent at Newport, on the shores of beautiful Lake Memphremagog. In the afternoon there will be a steamer excursion on the lake, the boat going over the most picturesque parts of this lovely sheet of water. The bold, rock-bound shores and numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest, and the distant blue peaks serve to heighten the charms of this delightful lake.

The boat will return to Newport in the early evening. During the sojourn at Newport the party will have quarters at the well-known Memphremagog House. On Friday the party will depart at 1.10 P. M. by rail for the Fabyan House, which will be reached at 4.30 P. M. There will be a halt for the night at this popular hôtel. The Fabyan is in the very heart of the White Mountains; and all the places of interest,

including the summit of Mount Washington, Jefferson, Bethlehem, the Profile House, Twin Mountain House, Crawford House, etc., can easily be reached therefrom, or from connecting points near at hand. As the return tickets are good for subsequent dates, an extended round of the mountain region can be made if desired.

Leaving the Fabyan House Saturday morning, there will be a railway ride through the grand White Mountain Notch, and southward therefrom over the Northern Division of the Boston & Maine Railroad through North Conway, etc. Lunch will be provided at Wolfeboro' Junction, and the party will reach Boston (station of the Boston & Maine Railroad, Eastern Division, Causeway street) at 3.50 P. M.

ITINERARY.

TUESDAY, Sept. 11.—Leave Boston by the Fall River Line (station of the Old Colony Railroad, Kneeland street) at 3.40 P. M. On arrival at the station members of the party should check their baggage to Albany *via* Fall River Line and the Hudson River Day Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fall River at 5.19 P. M.; go on board Fall River Line steamer; supper and stateroom berths furnished; leave Fall River 7.30 P. M.

WEDNESDAY, Sept. 12.—Arrive in New York 7.20 A. M.; breakfast on board the steamer; leave New York, Pier 39, Hudson River, at 8.40 A. M., on Day Line steamer; dinner at 2.00 P. M., after passing the Highlands; arrive at Albany 6.10 P. M.; supper on the steamer; transfer to the New York Central & Hudson River Railroad station, and leave Albany at 7.45 by said line in a train of Wagner sleeping-cars.

THURSDAY, Sept. 13.—Arrive at Trenton Falls 6.30 A. M.; stage transfer from the station to Moore's Hotel; breakfast and dinner there; visit the falls during the forenoon; stage transfer from the hotel to the station at 12.30, and at 1.00 P. M. leave *via* the Clayton Line of the Rome, Watertown & Ogdensburg Railroad; arrive at Clayton 4.45 P. M., and there connect with steamer for Alexandria Bay, arriving at the latter point 8.00 P. M.; stop at the Thousand Islands House and the Crossmon House.

FRIDAY, Sept. 14.—At Alexandria Bay.

SATURDAY, Sept. 15.—Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and through all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, Sept. 16.—At Montreal.

MONDAY, Sept. 17.—At Montreal. Carriage drive in the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; supper and stateroom berths furnished.

TUESDAY, Sept. 18.—Arrive at Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage drive during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, Sept. 19.—At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 2.15 P. M. leave by said line; supper at Sherbrooke; thence over Passumpsic Division of the Boston & Lowell system to Newport, Vt., arriving at 10.45 P. M.; at the Memphremagog House.

THURSDAY, Sept. 20.—At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, Sept. 21.—At Newport, leaving by rail at 1.10 P. M.; arrive at Fabyan's 4.30 P. M.; remain over night at the Fabyan House.

SATURDAY, Sept. 22.—Leave Fabyan's 9.35 A. M.; arrive at Wolfeboro' Junction 12.15; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station on Causeway street) 3.50 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route*; stateroom berths on the Fall River Line and between Montreal and Quebec; omnibus and carriage transfers at Trenton Falls, Montreal, and Quebec; carriage drives at Montreal and Quebec; sleeping-car berths

between Albany and Trenton Falls; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.


Price of tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

The return tickets from Newport to Boston will be good until October 1.

Persons desirous of joining this excursion party should register and procure their tickets on or before Friday, September 7.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 14, 1888.

Leaving Boston Wednesday, September 12, and Returning Wednesday, September 19.

NEW YORK, HUDSON RIVER, ALBANY,
NIAGARA FALLS, SARATOGA,
AND HOOSAC TUNNEL ROUTE HOMEWARD.

AN EIGHT DAYS' TRIP TO SOME OF THE MOST ATTRACTIVE RESORTS IN
THE EMPIRE STATE.

Price of Tickets (all Traveling Expenses Included), . . \$50.00.

PRICE OF TICKETS FOR CHILDREN between the ages of 5 and 12 years, \$40.00.

THE salient features of our fourteenth excursion are the Hudson River, Niagara Falls, and Saratoga.

The party will leave Boston by the Norwich Line Wednesday, September 12, taking a train at the station of the New York & New England Railroad at 3.30 P. M. New London will be reached at 7.50 P. M., and the party will go on board the fine steamer "City of Worcester," where supper will be provided before the arrival of the other passengers. New York will be reached Thursday morning, and after breakfast on the "City of Worcester" there will be a transfer to the new and elegant steamer "New

York," of the Hudson River Day Line, at the adjoining pier. The day will be passed in the magnificent voyage up the "American Rhine." The steamer is the finest boat of its class in the world, and was built expressly for passenger service on the Hudson. The Palisades are passed in the morning, the Highlands about noon, and the Catskills in the middle of the afternoon.

The steamer will reach Albany at 6.10 P. M., and the party will proceed to Stanwix Hall, which will be made a halting-place for the night. The capital city of New York occupies the site of an ancient Indian village, and was settled by the Dutch in 1612. It is a handsome city of about 100,000 inhabitants, containing many fine public and private buildings. The capitol is a magnificent edifice.

Leaving Albany Friday morning, the 9th, by the New York Central & Hudson River Railroad, at 8.25 A. M., there will be a daylight ride through one of the pleasantest sections of the Empire State. The road ascends the beautiful Mohawk Valley, passing through many pretty towns and villages. Farther west are the more important cities of Utica, Syracuse, and Rochester. The train will reach Niagara Falls at 7.55 P. M., and there will be an omnibus transfer to the International Hotel.

The sojourn at Niagara Falls will extend through Saturday and Sunday; and on Saturday there will be a carriage ride, with visits to the chief points of interest, including Prospect Park, Goat Island, the two suspension bridges, Table Rock, and the Whirlpool Rapids. Both Prospect Park and Goat Island have been free from tolls and admission fees since the opening of the State Park.

On Monday there will be a railway journey from Niagara Falls to Schenectady and thence to Saratoga. The latter place will be reached about 6.30 P. M., and there will be an omnibus transfer to Congress Hall, one of the largest hotels in the summer metropolis, where the succeeding day, Tuesday, the 13th, will be passed. To enable the

party to see Saratoga advantageously, there will be a carriage ride of about three hours, Tuesday morning, with visits to Woodlawn, Saratoga Lake, the Geyser Spring, etc.

Wednesday will be devoted to the homeward journey over the picturesque Hoosac Tunnel Line. The scenery in the valleys of the Hoosac, the Deerfield, and Miller's River is very fine. The train will be due in Boston at a seasonable afternoon hour.

ITINERARY.

WEDNESDAY, Sept. 12.— Leave Boston 3.30 P. M., *via* Norwich Line, from New York & New England Railroad station, foot of Summer street. On arrival at the station members of the party should check their baggage to Albany *via* Norwich Line and Hudson River Day Line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 P. M.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

THURSDAY, Sept. 13.— Arrive at New York about 7.00 A. M.; breakfast on board the steamer; leave New York (Pier 39), Hudson River Day Line, at 8.40 A. M., on steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M.; stop at Stanwix Hall.

FRIDAY, Sept. 14.— Leave Albany at 8.25 A. M. *via* New York Central & Hudson River Railroad (station directly opposite the hotel); arrive at Syracuse, N. Y., 1.30 P. M.; dinner at station dining-rooms; arrive at Niagara Falls 7.55 P. M.; omnibus transfer to the Cataract House or International Hotel.

SATURDAY, Sept. 15.— At Niagara Falls. Carriage ride with visits to the Suspension Bridge, the Canada shore, Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, Sept. 16.— At Niagara Falls.

MONDAY, Sept. 17.— Omnibus transfer to the station of the New York Central & Hudson River Railroad, and at 8.45 A. M. leave Niagara Falls *via* West Shore Railroad; dinner at station dining-rooms, Syracuse; from South Schenectady to Saratoga, *via* Delaware & Hudson Canal Company's Railroad, arriving at Saratoga about 6.30 P. M.; omnibus transfer from the station to Congress Hall.

TUESDAY, Sept. 18.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M.; visiting Saratoga Lake, Woodlawn, the Geyser Spring, etc.

WEDNESDAY, Sept. 19.—Omnibus transfer from Congress Hall to the station of the Fitchburg Railroad (Hoosac Tunnel Line), and leave Saratoga at 10.30 A. M.; arrive at Athol, Mass. 2.24 P. M.; dinner at station dining-rooms; arrive in Boston at 5.00 P. M.


The price of tickets for this excursion is FIFTY DOLLARS. This sum will cover all transportation by rail and steamer; hotel accommodations at Albany, Niagara Falls, and Saratoga; meals on steamers and at Syracuse and Athol; stateroom berths on Norwich Line steamer; omnibus transfers at Niagara Falls and Saratoga; carriage rides at Niagara Falls (with required tolls and admission fees) and Saratoga; care and transportation of checked baggage; services of conductors, etc.

Price for children between the ages of five and twelve years, FORTY DOLLARS.

Tickets for this excursion must be taken on or before Saturday, September 8, four days previous to the date of starting.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 15, 1888.

Leaving Boston Wednesday, Sept. 12, and Returning Friday, Sept. 21, 1888.

New York, Hudson River, Albany,

NIAGARA FALLS, SARATOGA,

Lake George, Lake Champlain, Ausable Chasm, Burlington (Vt.), and the Green Mountains of Vermont, with Visits to Stowe and the Summit of Mount Mansfield. A Delightful Ten Days' Tour.

Price of Tickets (all Traveling Expenses Included), \$60.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$45.00.

TOUR No. 15 is a delightful round of travel made up of several prominent features of other excursions, the chief points of interest being the Hudson River, Albany, Niagara Falls, Saratoga, Lake George, Lake Champlain, and Ausable Chasm, with the mountains of Vermont added. This list suggests a most enjoyable journey, with varied scenes of romantic and historic interest.

The party will leave Boston Wednesday afternoon, September 12, taking the Norwich Line to New York. New London will be reached at a seasonable evening hour, and the passengers will transfer from the cars to one of the steamers of the line. The voyage through Long Island Sound occupies the night, the steamer reaching New York in the morning, about seven o'clock. After breakfast on the Norwich Line

steamer, the passengers will embark on the Hudson River Day Boat, at the adjoining pier, for the ascent of the Hudson. This is a delightful trip under any circumstances, and doubly so on one of the magnificent steamers belonging to this line. The voyage will be continued through to Albany, so that all the fine scenery on the navigable portion of the noble river will be under inspection, including the Palisades, the Highlands, the more distant Catskills, and the many busy towns along the shores of the romantic stream. Albany will be reached late in the afternoon, and the night will be passed at Stanwix Hall.

Leaving Albany Friday morning, the party will proceed by rail to Niagara Falls, arriving there in the early evening. Saturday and Sunday will be passed at this famous resort, and there will thus be ample time for a full inspection of the wonderful cataract and its picturesque surroundings. There will be a carriage ride Saturday, with visits to all the principal points of interest on both the American and Canadian sides of the river.

Monday will be devoted to the railway journey over the West Shore route eastward from Niagara Falls, the party taking its departure at 8.45 A. M. The road traverses a beautiful section of the Empire State, and passes through several prominent cities, including Rochester and Syracuse, at the latter of which there will be a halt for dinner.

Saratoga will be reached over the Delaware & Hudson Canal Company's road, and there will be a sojourn through the ensuing day at that famous watering-place, the party making the popular Congress Hall its abiding-place. There will be a carriage ride Tuesday morning, with visits to various points of interest, including Saratoga Lake, Woodlawn, and the Geyser spring.

Leaving Saratoga Wednesday morning, the party will proceed by rail to Caldwell,

which lies at the head of romantic Lake George, and from thence by steamer across that beautiful sheet of water. A short rail transfer brings us to Lake Champlain, and a northward journey on the latter, with a landing at Port Kent and a three miles' stage ride thence to the Lake View House, takes us to the famed Ausable Chasm. Thursday forenoon will be devoted to this place, and a boat ride down the stream through a portion of the chasm and a carriage ride back to the hotel will aid the visitor in an appreciation of its wonders, and in making the sight-seeing round in a comfortable manner.

After dinner there will be a stage transfer to Port Kent, a steamer trip thence across to Burlington, and a railway ride from that city to Waterbury, where stages will be found in readiness to convey the party to the celebrated Mount Mansfield House, in Stowe, Vt., about ten miles distant.

The stage ride is over a fine road and is likely to prove one of the most delightful features of the trip. The hotel is pleasantly situated in one of the prettiest towns in New England, and in a region famed for its charming scenery. It has recently passed into new hands, and its present manager is Colonel Silas Gurney, an old and popular Boston landlord. The party will remain here until Saturday morning, and on Friday will make an excursion to the summit of Mount Mansfield, nine miles distant. A good road leads to the mountain top, and a comfortable little hotel (under the same excellent management as the larger hotel in Stowe) will be found at the summit. When viewed at a little distance the ridge presents a rude profile of an upturned human face. The Chin has an elevation of 4,390 feet above the sea-level, or 3,670 feet above the village of Stowe, and is the highest point, not only of Mount Mansfield but of the entire Green Mountain range. The Nose, which towers almost directly above the Summit House, has an elevation of 4,056 feet, and the house itself stands 3,841 feet from the

sea-level. The view from the top is very comprehensive. The adjacent parts of Vermont have many picturesque features, and the eye also takes in many noted peaks of New Hampshire, New York, and Canada. The beautiful Winooski Valley, Lake Champlain, the thick cluster of peaks belonging to the White Mountains, and even the glistening spires of distant Montreal may be seen.

Descending from the mountain and returning to Stowe, we shall pass the night at the hotel, and on Saturday morning take our departure for Boston, *via* stage to Waterbury, and thence over the Central Vermont Railroad. The railway journey lies through a picturesque part of Vermont and New Hampshire. Camel's Hump and many other prominent peaks are seen. Sharon, one of the little Vermont towns passed through, was the birthplace of Joseph Smith, the founder of the Mormon sect. At White River Junction we stop for lunch, and, continuing our railway journey, cross the Connecticut River into New Hampshire. At one time the fine peak of Mount Kearsarge becomes a prominent landmark. In Boscawen we pass near the early home of Daniel Webster. At the mouth of the Contoocook, near Concord, is the island where Hannah Duston was held prisoner in 1698. Continuing down the Merrimac Valley, from the capital of the Granite State, we pass through the manufacturing cities of Manchester, Nashua, and Lowell. The train will reach Boston at 5.30 P. M.

ITINERARY.

WEDNESDAY, Sept. 12.—Leave Boston 3.30 P. M. *via* Norwich Line, from New York & New England Railroad station, foot of Summer street. On arrival at the station members of the party should check their baggage to Albany *via* Norwich Line and Hudson River Day Line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 P. M.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

THURSDAY, Sept. 13.—Arrive at New York about 7.00 A. M.; breakfast on board the steamer; leave New York (Pier 39), on steamer of the Hudson River Day Line, at 8.40 A. M.; dinner on board the steamer; arrive at Albany 6.10 P. M.; stay at Stanwix Hall.

FRIDAY, Sept. 14.—Leave Albany at 8.25 A. M. *via* New York Central & Hudson River Railroad; arrive at Syracuse, N. Y., 1.30 P. M.; dinner at station dining-rooms; arrive at Niagara Falls 7.55 P. M.; omnibus transfer to the International Hotel and the Cataract House.

SATURDAY, Sept. 15.—At Niagara Falls. Carriage ride, with visits to the Suspension Bridge, the Canada shore, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, Sept. 16.—At Niagara Falls.

MONDAY, Sept. 17.—Omnibus transfer from the hotel to the station of the New York Central & Hudson River Railroad, and leave Niagara Falls at 8.45 A. M. *via* West Shore Railroad Line; dinner at the station dining-rooms, Syracuse, N. Y.; from South Schenectady to Saratoga, *via* Delaware & Hudson Canal Company's Railroad, arriving at Saratoga about 6.30 P. M.; omnibus transfer from the station to Congress Hall.

TUESDAY, Sept. 18.—At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Woodlawn, Saratoga Lake, the Geyser Spring, etc.

WEDNESDAY, Sept. 19.—Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.20 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving 1.25 P. M.; go on board steamer "Vermont," Captain George Rushlow; leave Fort Ticonderoga at 1.30 P. M.; dinner on board steamer "Vermont;" arrive at Port Kent 6.15 P. M.; stage transfer to Lake View House.

THURSDAY, Sept. 20.—Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with steamer "Chateaugay," and leaving Port Kent at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; leave Burlington *via* Central Vermont Railroad 4.50 P. M.; arrive at Waterbury 6.08 P. M.; thence by stage to the Mount Mansfield House, Stowe, Vt., Silas Gurney, manager.

FRIDAY, Sept. 21.— At the Mount Mansfield House, Stowe, Vt. ; carriage ride to the summit of Mount Mansfield ; dinner at the Mount Mansfield Summit House.

SATURDAY, Sept. 22.— Leave Stowe by stage at 7 o'clock A. M., and Waterbury *via* Central Vermont Railroad at 8.50 A. M. ; arrive at White River Junction 11.40 A. M. ; lunch at the station dining-rooms ; arrive in Boston (Boston & Lowell Railroad station, Causeway street), 5.30 P. M.

The price of tickets for this excursion is SIXTY DOLLARS. This sum includes all transportation by rail, steamer, and stage ; hotel accommodations at Albany, Niagara Falls, Saratoga, Ausable Chasm, and the Mount Mansfield House, Stowe, Vt. ; state-room berths on the " City of Worcester ; " meals on steamers, at stations or hotels ; omnibus and carriage transfers ; carriage rides, with tolls and admission fees wherever required in connection therewith ; admission fees at Ausable Chasm ; boat ride through the chasm ; the excursion to the summit of Mount Mansfield ; all care, transfer, and transportation of checked baggage : services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return tickets from Burlington to Boston will be good until October 1.

Tickets for this excursion must be taken on or before Saturday, September 8, four days in advance of the date of leaving Boston.

W. RAYMOND.

I. A. WHITCOMB.

Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 17, 1888.

Leaving Boston Monday, Sept. 24, and Returning Saturday, Oct. 6.

New York, Philadelphia, Baltimore,

THE BATTLE FIELD OF GETTYSBURG,

The Romantic Blue Ridge of Maryland, with a sojourn at the Blue Mountain House,
the Shenandoah Valley,

LURAY CAVERNS, THE NATURAL BRIDGE,

The James River Valley,

RICHMOND, AND WASHINGTON.

A Grand Tour of Thirteen Days through some of the most Historic and Picturesque
Sections of Pennsylvania, Maryland, and Virginia.

Price of Tickets (all Traveling Expenses included), - - - \$75.00.

Price of Tickets for Children between the ages of 5 and 12 years, \$60.00.

OUR seventeenth tour, although beginning in September and properly classed in our list of September trips, extends quite largely into October. The time is well chosen for an excursion to the south, through which the route lies chiefly. The great battle field of Gettysburg, the romantic region of the Blue Ridge, the wonderful Luray Caverns, and the great Natural Bridge of Virginia, together with Richmond and Washington, go to make up the remarkable list of places to be visited. For hundreds of miles the route lies through a region rich in associations connected with our country's early history, and with the late war. Scores of battle fields, besides that of Gettysburg,

are scattered along the way. Some of the grandest natural wonders of our country will also be viewed.

The party will leave Boston Monday, September 24, at 3.30 P. M., from the station of the New York & New England Railroad, foot of Summer street, taking the Norwich Line to New York. On arriving at New London, Conn., the passengers will go on board the fine steamer "City of Worcester" for the farther journey. New York will be reached the ensuing morning. The approach to the great city by the water route is very fine, the great East River bridge and Bartholdi's colossal statue of Liberty, as well as a grand panoramic view of New York and its near neighbors, Brooklyn and Jersey City being among the prominent sights. There will be a ferry transfer from New York to Jersey City, and a railway ride through New Jersey and Eastern Pennsylvania. Philadelphia will be reached towards noon, and there will be a halt here for dinner, with an opportunity to see at least something of the city. Continuing our journey, we shall proceed through West Chester, Pa., and Wilmington, Del., to Baltimore, arriving in the latter city in the afternoon. There will be an omnibus transfer from the station to the Carrollton House, corner of Baltimore and Light streets, J. P. Shannon, proprietor. At this popular establishment the party will remain over night.

Baltimore is one of the chief commercial cities of the country, and at the last decennial census had a population of 332,313. The Washington Monument (212½ feet high), in Mount Vernon place, and the Battle Monument, corner of Calvert and Fayette streets, erected to the memory of those who fell while defending the city in 1814, and the magnificent Court House and county buildings, near Monument square, are at no great distance from the hotel. Druid Hill Park (680 acres) is situated about half a mile north of the city limits.

Wednesday morning there will be an omnibus transfer from the Carrollton to the

station of the Western Maryland Railroad, and the party will proceed to Gettysburg over that line. The route lies through a pleasant section of Maryland and across the Pennsylvania border *via* Emory Grove, Hanover, and Valley Junction. A portion of the day will be spent at Gettysburg, and there will be a carriage ride to the principal points of interest, with full explanations of the battle and its incidents by an accomplished guide.

The Battle of Gettysburg, one of the greatest struggles at arms of our national conflict, occurred July 1, 2, and 3, 1863. Shortly after the sanguinary defeat of the National army at Chancellorsville, Va. (May, 1863), General Lee advanced rapidly into Maryland and Pennsylvania at the head of a compact army, the flower of the southern troops. The towns in the Cumberland Valley fell in succession before the invading host, and consternation spread through the neighboring country. The army of the Potomac, which had been endeavoring to cover the cities of Washington, Baltimore, and Philadelphia, uncertain of the enemy's purposes, was drawn together to impede the progress of General Lee, and the clash of arms took place here. The battle was terrific, and its evidences are still visible. The Confederates for a time seemed masters of the ground; but the fight had a victorious ending for the National troops, with a great loss in killed and wounded on both sides. The number of men engaged is variously estimated, but the best accounts give 80,000 Nationals and 70,000 Confederates. Some claim that 100,000 Nationals and 91,000 Confederates were engaged. The National loss in the three days' battle was 2,834 killed, 13,723 wounded, and 6,643 missing. The Confederate loss was 18,000 killed and wounded, and 13,620 prisoners. The Soldiers' National Cemetery contains several thousand bodies, eighteen northern States being represented. The National Monument, an imposing memorial of Western granite, sixty feet high, stands in the centre of the lines of the dead. It is crowned

by an immense marble statue of Liberty, and there are four buttresses bearing colossal statues of War, History, Peace, and Plenty. On the base of the monument are some of the grand words of President Lincoln, delivered here in November, 1863. Near the entrance to the cemetery is a semi-colossal bronze statue of Major-General Reynolds, who was killed while leading the First Corps in the battle. There are many monuments scattered over the battle field, — over 100 altogether, — marking the chief positions of the different bodies of troops or the spots where prominent officers fell. Among the Massachusetts monuments are those erected by the Seventh, Tenth, Eleventh, Thirteenth, Fifteenth, Eighteenth, Thirty-third, and Thirty-seventh regiments of infantry, the Third and Ninth batteries, the First Cavalry, and the Second Company of Andrew Sharpshooters. There is also a monument to the memory of Colonel Ward, of the Fifteenth Massachusetts Infantry.

After the ride about the battle field, the party will return to the Eagle Hotel for dinner, and at a later hour leave on the cars of the Hanover Junction, Hanover & Gettysburg Railroad. The route is *via* Hanover and Valley Junction to Emory Grove, and from that point over the Western Maryland Railroad to the Blue Mountain House. The scenery on the way through the Blue Ridge is very picturesque. The railway mounts the eastern slopes of the mountains by a steep grade and by devious curves. Near Sabillasville there is a "Horseshoe Curve," and then a long detour around Loop Mountain, with a steady ascending grade and a succession of magnificent views. Then rounding the upper end of South Mountain, Blue Ridge Summit is reached, at an elevation of 1,450 feet. We are at this point again north of Mason & Dixon's line, but for a brief time only, as the road curves across the line between Maryland and Pennsylvania, and directly west of the station returns to the former State. There is a slight descending grade westward from the summit, through Germantown

Gap; and at Pen-Mar, a noted picnic resort, which derives its name from the first syllables of the two States on the borders of which it lies, we are nearly as high as at Blue Ridge Summit.

A mile beyond Pen-Mar, and upon the west slope of Blue Mountain, we are at our destination—the large and elegant Blue Mountain House. Perched upon the mountain-side, some 1,500 feet above the sea, a magnificent view of the Cumberland, Potomac, and Shenandoah Valleys is had. High Rock, which is easily accessible from the hotel, is 2,000 feet above the sea; and it is said the view from that point embraces 2,000 square miles of territory. The scene is magnificent beyond all description. Thousands of farms and numerous towns and villages are in view, the broad Cumberland Valley being spread out before the beholder as if on a map. Among the large places seen are Hagerstown and Waynesboro'. The party will remain at the Blue Mountain House through Thursday, and in the course of a wagon ride will visit High Rock, Mount Quirauk (2,400 feet high), Brinkwood, Ragged Edge, and other points of interest. There are many pleasant rambles in the vicinity of the Blue Mountain House and Pen-Mar.

Leaving the Blue Mountain House Friday morning, we shall proceed over the Western Maryland Railroad to Hagerstown, sixteen miles distant, and from thence southward over the Shenandoah Valley Railroad to Luray, a distance of eighty-nine miles. The ride down the mountain brings into view charming scenery. Hagerstown is a beautiful little city of 6,000 or 7,000 inhabitants. It dates from the colonial period, and during the late war was the scene of much military activity. A short distance south of this place was fought the great battle of Antietam, September 16 and 17, 1863. The Shenandoah Valley Railroad passes over a part of the battle field. For a distance of three miles it runs directly in rear of the position held by the main com-

mand of "Stonewall" Jackson, and near Antietam station is seen the house which served General Lee as his headquarters. Three miles south of Antietam the Potomac River is crossed by a high bridge, and the views afforded therefrom are exceedingly fine. A mile below this bridge is the "Old Pack Horse Ford," where, over 150 years ago, a desperate Indian battle was fought, and where, in 1775, the first southern troops crossed to meet Washington, who was then before Boston. In the late war it was also an important point, especially in connection with the battle of Antietam. A portion of Lee's army crossed here previous to the battle, and his whole army recrossed here after the conflict. A little above the ford the Federal troops who went in pursuit were driven over the precipices by Generals Jackson and Hill. After crossing the river, Jefferson county, West Virginia, the extreme eastern county of that State, is traversed by the railroad. Shepardstown, romantically situated on the south bank of the Potomac, and the oldest town in West Virginia, having been founded in 1734, and Charlestown, the county seat, are both upon this line. The latter town was named in honor of Charles Washington, a younger brother of the general. Another brother, Samuel Washington, also resided near here. It was here, too, that John Brown was tried, convicted, and executed. The Court House may be seen east of the railroad.

The Virginia State line is crossed just south of Ripon. Near Berryville, Clark county, Va., at Greenaway court, resided Thomas, the sixth Lord Fairfax, in colonial days; and near the station of White Post, a post — still to be seen — was planted to indicate the road thereto. At Riverton, in Warren county, the road crosses the Shenandoah River, and then follows up the South Fork through what is known locally as the Luray Valley. It was near here that the battle of Front Royal, the first engagement of "Stonewall" Jackson's celebrated valley campaign, was fought. The scenery through this part of the valley, and especially in ascending the South Fork, is

very picturesque, the Blue Ridge rising in a succession of symmetrical peaks on the left; while the long ridge of Massanutten Mountains, which divide the great valley of Virginia, is upon the right.

Luray will be reached at 2.00 P. M., and we shall remain at the picturesque Luray Inn until the following afternoon. The hotel is situated upon a hill near the station, and commands a grand outlook towards the mountains. It has recently been enlarged, and will now contain 300 guests. Carriages will be provided to convey the party to the famous Luray Caverns, which are situated in a limestone hill near the Newmarket pike, a little over a mile west of the hotel, and ample time will be had for the visit. The subterranean explorations will be made in little parties of convenient size, under the direction of experienced and careful guides. No change of dress is needed to enter the caves, but stout walking-boots or rubber shoes should be worn. Wraps should be discarded while walking about within the caverns, and had best be left at the entrance, as the temperature is uniformly at 56 degrees, Fahrenheit, and extra clothing is likely to cause discomfort. The interior is illuminated by electric lights, and the pathways have been made as safe as possible. It was no longer ago than 1878 that the caverns were discovered; and Messrs. A. J. and W. B. Campbell, who were the first to enter, are now the superintendent and chief of guides respectively. It is impossible to give any adequate description of the wondrous sights unfolded to the vision of the visitor. Leaving the outer world and descending the stairway from the cave-house, he plunges at once into scenes which rival in fantastic beauty and splendor the fairy creations of the "Arabian Nights." A short walk brings one to Entrance Hall, an irregularly shaped room, 35 feet high and nearly 200 feet in diameter. One of the first objects to attract attention is Washington's Column, a fluted, massive, stalagmite, about 20 feet in diameter and 30 feet high. Beautiful stalactites depend on every

side. But this is only the vestibule of Stalacta's realm. The adornments of the cave, composed of lime-carbonate in the forms of stalactites, stalagmites, helictites, calcareous tufa, travertine, cave pearls, crystals, etc., are very profuse; and the most beautiful forms spring into being from the darkness on every side. At every turn queer shapes present themselves, grotesquely copying the forms of the outer world. Three avenues lead from Entrance Hall. The main one leads to the Vegetable Garden and the Fish Market, The former is a space enclosed by a natural stalagmite border, and containing many bulb-shaped stalagmites resembling vegetable forms; and the latter presents on the side of a projecting wall hundreds of stalactites, imitating with wonderful vividness the appearance of rows of fish exposed for sale.

The Elfin Ramble is a low, open chamber, 600 feet long and 300 feet broad. In one part it is crossed by Pluto's Chasm, a rift 500 feet long, 75 feet deep, and from 10 to 50 feet wide. The bottom of the chasm may be reached; and a fine view of the Spectre, a tall, snow-white figure, is thus gained. Near by is Proserpine's Column. The Grotto of Oberon, the Bridal Chamber, Giant's Hall, the Cathedral, Hades, and the Round Room are beyond Pluto's Chasm on the one hand, and the Ball-room, Collins's Grotto, and Campbell's Hall on the other. These several apartments contain innumerable objects of fantastic shape, and everywhere the walls and ceilings are flecked with the most beautiful formations. Among the objects of special interest are Titania's Veil, Diana's Bath, Frozen Fountain, Saracen's Tent, Fallen Column, Angel's Wing, Angel's Harp, Wet Blanket, Organ, Throne, Tower of Babel, Queen's Scarf, Lake Lee, Castles on the Rhine, Chapman's Lake, Henry-Baird Column, Frozen Cascade, and Chalcedony Cascade. The Fallen Column is a prostrate pillar 21 feet in length, and estimated to weigh 170 tons. Professor Porter, of Lafayette College, quotes a brother scientist as having said that this column was 7,000,000

of years in forming, and that it fell 4,000 years ago. Many of the objects, however, are of comparatively recent formation. It is estimated that under exceptionally favorable conditions a column one foot in diameter might be formed in 240 years. Words cannot picture the gorgeous splendors of this under-world, as they are set forth in all their wonderful imagery under the glow of electric lights. Nature has been lavish in her adornment of this subterranean palace, covering walls and ceilings with delicate, lace-like tracery and deft carvings. Illumined by strong electric rays the wondrous beauty of all these strange creations is greatly heightened. The surfaces are varied in tint as well as in form, and the effect is bewilderingly magnificent.

Leaving Luray after dinner Saturday, we shall continue southward over the Shenandoah Valley Railroad on our way to the Natural Bridge of Virginia. The route is still very picturesque, and some delightful river and mountain views are had by the way. The few villages scattered along the road, and the farmhouses, present a thoroughly southern aspect. The colored people are everywhere the most numerous. Waynesboro' Junction is where the Chesapeake & Ohio Railroad crosses the Shenandoah Valley Railroad. At Lofton, the divide between the water-sheds of the Shenandoah and the James, where the road crosses a spur of the Blue Ridge, we are 1,785 feet above the sea, and from thence we descend over 1,000 feet to the banks of the James at Natural Bridge station. Thirteen miles north, at Loch Laird, the road reaches one of the forks of the James River. The mountain scenery here approaches a very high degree of picturesque beauty. Reaching our railway destination in this direction at 6.50 P. M., we shall find stages in readiness to convey us to the Natural Bridge Hotels, two miles and a half distant.

The Natural Bridge certainly deserves to be classed among the greatest wonders of

our country, and yet it is one of which northern tourists know but little except from the pictures in their old geographies. The bridge itself is a stupendous arch of limestone, spanning a deep cañon through which flow the waters of Cedar Creek. A road passes over it, and the traveler might cross the bridge many times without being aware of the fact that a stream rolls beneath him under a gigantic archway. The span is about 60 feet, and the height of the bridge above the water $215\frac{1}{4}$ feet. The arch is 49 feet thick in one place and 37 feet in another. The best plan is to first view the wonder from the parapet above, — a point near Pulpit Rock furnishing the best means of this, — and then to go down through the park to the level of the stream.

Descending by a steep path, beside a series of pretty little cascades, the visitor will notice, about a third of the way down, some gigantic arbor vitæ trees, one of which, with a circumference of eighteen feet, and estimated to have been 1,500 years old, has lately fallen. Reaching nearly the bottom of the ravine, a sudden turn in the path reveals the gigantic arch in all its majesty. The height is so great that the trees appear scarcely more than shrubs, while human beings are dwarfed to pigmies. This vast wonder impresses the beholder more and more, the longer he gazes upon its grand proportions, in the same manner that Niagara, the Yosemite Falls, the Cañon of the Yellowstone, and the Grand Cañon of the Colorado grow in grandeur. A pathway leads under and through the bridge, and it is a curious study to watch the changed aspects of the arch from different standpoints. There are of course many tales of strange adventure connected with the locality. The partly obliterated letters "G. W." are seen upon the face of the wall, where George Washington himself carved them when he was upon a surveying expedition for Lord Fairfax. Hundreds of other names also appear, many of them being in still loftier niches. Directly overhead, on the highest part of the arch and formed by a discoloration of the rock, is a gigantic spread

eagle, and underneath is a very fair representation of a crouching lion. The French engineers who made the first surveys and measurements of the bridge, toward the close of the Revolutionary war, observed the picture of the eagle with wonder, and in their printed report drew from it a happy augury for the success of America. A grand effect is produced by illuminating the bridge. A spectacle of this nature has been arranged for the evening of our visit. A ramble through the glen above the bridge is very delightful. An excellent path leads up between the great rock walls about two miles to Lace Water Falls; and on the way is Saltpetre Cave — where in the 1812 war, and again in the war of the Rebellion, nitre was obtained for use in manufacturing powder — and the Lost River, a subterranean stream of pure, cold water, which has been reached by blasting a low archway in the cañon walls. There is everywhere a great profusion of vegetation, and among the trees are many varieties strange to northern eyes. The tract of land embracing the bridge was once owned by Thomas Jefferson. It is now included in the princely estate of Colonel H. C. Parsons, who has converted some 2,000 acres into a great natural park. Roadways for ten miles or more have been built; but, beyond making the various points of interest accessible to the lovers of nature, not a tree, shrub, or flower has been displaced. The rules for their preservation are quite strict, but every visitor will cheerfully observe them, if he desires to see perpetuated one of the grandest natural parks in America. In a single day a party of botanists collected and classified forty-two varieties of wild flowers in the glen — more than they had found during an entire winter in Florida. Among the pleasant drives which may be taken in the vicinity is one to the summit of Mount Jefferson. The Natural Bridge itself is in the mountains some 1,600 feet above the sea-level, and this added height gives a magnificent prospect of the surrounding mountains and many distant peaks.

The Natural Bridge Hotels, where the party will make its headquarters from Saturday until Monday, comprise four principal buildings ; viz. Forest Inn, the Appledore, the Pavilion, and Bachelor's Lodge, with several cottages.

Leaving the Natural Bridge by stage Monday forenoon, the party will be conveyed to the station of the Richmond & Alleghany Railroad, where cars will be taken for Richmond, 178 miles distant. For this entire distance, and for nearly fifty miles westward to Clifton Forge, the railroad winds through the beautiful James River Valley.

The scenery in the mountains is very wild and picturesque. At Balcony Falls, three miles from the Natural Bridge station, the river breaks through the Blue Ridge. The falls are a series of rapids, extending some two miles. Along beside the railway is the old dismantled James River and Kanawha canal.

Lynchburg is a city set upon a hill, or several of them. It is an important railway centre, and also a busy manufacturing point, sixty tobacco factories, two iron furnaces, and flouring mills being numbered among its industrial establishments. East of Lynchburg the valley widens and loses something of its rugged aspect, although with its fruitful intervals and borders of hills, it is still picturesque. The hills are generally densely wooded, and the meadows are also covered with a rich vegetation. On our arrival in Richmond we shall proceed to Ford's Hotel.

Richmond, the capital of Virginia, and one of the most beautiful and flourishing cities of the South, was settled as early as 1609 by a body of colonists sent out from Jamestown, incorporated in 1742, and became the seat of government in 1779. In the war of the Rebellion it became the seat of government of the Confederacy ; and the "White House" occupied by President Jeff Davis, now a public school building, may be seen at the corner of Clay and Twelfth streets. Numerous other Confederate landmarks are also to be seen about the city. The Capitol Park, containing, besides the

Capitol and Governor's mansion, several beautiful statues, is in close proximity to Ford's Hotel. Our stay here will extend from Monday evening until Wednesday morning; and on Tuesday there will be a carriage ride, in the course of which the prominent points in the city and its vicinity will be visited. Among the many places and objects of interest in Richmond and its neighborhood are the following:

The State Capitol, upon the brow of Shockoe Hill, and surrounded by a beautiful park containing statues, fountains, and pleasant walks. This building possesses great historic interest, since it has been used, not only for the meetings of the General Assembly of Virginia, but also for those of the Congress of the Confederate States. In the rotunda is Houdon's celebrated statue of Washington, and Hart's statue of Clay, lately removed from a pavilion in the park.

The State Library, containing about 30,000 volumes, occupies a part of the building.

MONUMENTS AND STATUES IN CAPITOL SQUARE.—The Washington Monument (designed by Thomas Crawford), surmounted by a large equestrian statue, is northwest of the Capitol. It is one of the most beautiful monuments in the country. On pedestals below the statue of Washington are statues of Thomas Jefferson, Patrick Henry, George Mason, John Marshall, Andrew Lewis, and Thomas Nelson, and a number of allegorical groups. A fine bronze statue of Stonewall Jackson, by Foley (presented to the State by an association of English gentlemen), stands near the Capitol.

The Governor's House, in the northeast corner of Capitol square.

The Jeff Davis Mansion, the "White House" of the Confederacy, now the Central Public School, corner of Clay and 12th streets.

General Lee's residence, No. 707 Franklin street, between 7th and 8th streets.

Monumental Church, Broad street, between 12th and College streets.

Old Stone House (the oldest edifice in Richmond), north side of Main street, between 19th and 20th streets.

Post Office and Custom House, Main street, running back to Bank street, between 10th and 11th streets. Occupied during the war by the Treasury department of the Confederacy.

MILITARY PRISONS.—Libby Prison, corner of Carey and 20th streets, Castle Thunder, which formerly stood on the north side of Carey street, between 18th and 19th streets, was destroyed by fire a few years ago. Castle Lightning, on Lumpkin's Alley, between Broad and Franklin, and Mayo and 16th streets,

was a prison for slaves before the war. Belle Isle, in the James River, near the Tredegar Iron Works, was used as a prison camp at the time of the war.

CEMETERIES. — Hollywood is situated on the western outskirts of the city, and is one of the most picturesque burial places in the country. There is a large granite monument in the form of a pyramid, which was erected in honor of 12,000 Confederate soldiers who lie buried here; and many distinguished sons of Virginia, including Presidents Monroe and Tyler, have also found here their last resting-places. In Oakwood, a mile east of the city, 17,000 Confederate soldiers are buried. The National Cemetery, which contains the graves of many thousands of Union soldiers, is about two miles from the city on the Williamsburg road.

Leaving Richmond Wednesday, we shall proceed to Washington, and on arriving in that city shall be transferred from the station to Willard's, corner of Pennsylvania avenue and Fourteenth street and running back to F street, where we shall make our headquarters through Thursday and until Friday morning. There will be a carriage ride Thursday forenoon, to facilitate sight-seeing; and in the course of a three hours' drive, visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, and their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office, and Patent Office.

Washington has improved very greatly in appearance within the last decade, and is gradually becoming one of the most beautiful capitals in the world. Our visit will occur at a time when the city is very attractive to tourists, although Congress will not be in session nor the crowd of strangers as great as in winter or spring. The twenty-one avenues and 107 streets have a length of 279 miles, and the former are of greater width than the thoroughfares of any other city of America or Europe. With

the alleys and open spaces at intersections, the highways cover 2,554 acres, or nearly one half of the entire area of the city. Visitors should ascend the Capitol dome or stand at the east front of that building, in order to study the magnificent plan of the city. Pennsylvania avenue, the principal thoroughfare, is about four and a half miles in length, but is twice broken — by the Capitol and again by the President's mansion. Massachusetts avenue is of the same length and unbroken. On its line are the finest circles and squares and many of the most costly residences. The street system is entirely distinct from that of the avenues, which generally intersect the streets diagonally. The city is divided into four sections, denominated respectively Northeast, Northwest, Southeast, and Southwest, the Capitol forming the centre.

The following are among the leading points of interest in Washington and its vicinity: —

The Capitol (upon Capitol Hill, and facing Pennsylvania avenue), with its many embellishments and works of art, and containing the two Houses of Congress and the Congressional Library. The Capitol is open every day except Sunday. The Library is open from 9.00 A. M. until 4.00 P. M., and during the sessions of Congress until the hour of adjournment. The Senate Chamber is in the north wing, and the Hall of Representatives in the south wing. The National Hall of Statuary is between the Rotunda and the Hall of Representatives, and the Supreme Court on the opposite side of the Rotunda. The Library is directly west of the Rotunda.

The Executive Mansion, or White House, the official residence of the President of the United States, Pennsylvania avenue, between 15th and 17th streets. The east room is open daily, except Sundays, from 10.00 A. M. until 3.00 P. M.; the private parlors are open to view only by special permission.

Treasury Department, east of the President's house, and on the line of 15th street. Open daily, except Sundays, from 9.00 A. M. until 2.00 P. M.

State, War, and Navy Departments, 17th street, near the President's house. The Department of State occupies the south pavilion of the imposing edifice, and is open daily, except Sundays, from 9.30 A. M. until 2.30 P. M. Thursdays are devoted exclusively to the Diplomatic Corps, and Saturdays, during ses-

sions of Congress, to members. Both the War and Navy Departments are open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Interior Department (including the Patent Office), between 7th and 9th streets and F and G streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The Museum of Models is of vast extent, and contains many objects of interest.

Post Office Department, between 7th and 8th streets and F and G streets (near the Patent Office). Open daily, except Sundays, from 9.00 A. M., until 3.00 P. M. The City Post Office is on Louisiana avenue, south side, near Pennsylvania avenue and 7th street.

Agricultural Department, occupying that portion of the Mall lying between 12th and 14th streets, with an entrance to the grounds at 13th street, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Smithsonian Institution and National Museum, two large edifices in the southeast portion of the Mall, the museum collection being under the charge of the Smithsonian Institution. Open daily, except Sundays, from 9.00 A. M. until 4.00 P. M. Entrance to the grounds at 7th and 10th streets, or from the grounds of the Agricultural Department.

Corcoran Gallery of Art, corner of Pennsylvania avenue and 17th streets, a costly and very valuable collection of statuary, paintings, bronzes, and antiquities, founded by W. W. Corcoran. Open from 10.00 A. M. until 4.00 P. M. Tuesdays, Thursdays, and Saturdays, free; Mondays, Wednesdays, and Fridays, twenty-five cents admission.

Botanical Gardens, directly west of the Capitol, and extending from 1st to 3d streets, and from Pennsylvania avenue to Maryland avenue. Open daily from 8.00 A. M. until 5.00 P. M.

Washington National Monument, near the river at 15th street, and but a short distance from the grounds of the Department of Agriculture. The monument was completed Dec. 6, 1884, to its full height of 550 feet, and now stands the most elevated work constructed by human hands in the world. The flag upon its top floats at the height of 600 feet. The corner-stone was laid July 4, 1848.

The new Pension Building, in Judiciary square. This structure is 400 feet long and 200 feet in breadth, Arsenal, at the southern extremity of the city, at the foot of 4½ street, W. Open daily, except Sundays, from sunrise until sunset.

Marine Barracks, 8th street, E., between G and I streets, S., near the Navy Yard. Open daily, except Sundays, from 9.00 A. M. until sunset.

Naval Observatory, E street, N., near the river, and opposite head of 25th street, W. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Signal Office, G street, west of the War Department, with entrance for visitors at No. 1719 G street. Open daily, except Sundays, from 12.00 M. until 3.00 P. M.

District Court House, formerly City Hall, Judiciary square, and fronting 4½ street, at the intersection of Louisiana and Indiana avenues.

Ordnance Museum, in Winder's building, corner of F and 17th streets, opposite the Navy Department. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Army Medical Museum (formerly Ford's Theatre), east side of 10th street, W., between E and F streets, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Government Printing Office, corner of H and North Capitol Streets. Open daily except Sundays, from 8.00 A. M. until 5.00 P. M.

Bureau of Engraving and Printing (belonging to the Treasury Department), corner of 14th and B streets. Open from 9.30 A. M. until 2.00 P. M., except on Sundays. Passes may be obtained by application to the officer at the gate.

Bureau of Education, corner of G and 8th streets. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Office of the Survey of the Territories, in the National Museum buildings.

Soldiers' Home, three miles north of the Capitol. Open daily, except Sundays, from 9.00 A. M. until sunset. The National Military Cemetery, where 5,424 soldiers are buried, is near the home.

Arlington House, once the home of George Washington Parke Custis (the adopted son of George Washington), and in later years the residence of the General Robert E. Lee, on the Virginia side of the Potomac, upon Arlington Heights, opposite Georgetown, and about four miles from Washington. The National Cemetery, surrounding the house, is the resting-place of over 15,000 soldiers. Both Arlington House and the cemetery are open daily, Sundays included.

Statues.

NORTHWEST DISTRICT.—Mill's equestrian statue of George Washington, Washington circle, 23d street, intersection of Pennsylvania and New Hampshire avenues. Brown's equestrian statue of General

Scott, Scott square, intersection of Massachusetts and Rhode Island avenues and 16th street. Mill's equestrian statue of Jackson, Jackson square, in front of White House grounds. Robisso's equestrian statue of McPherson, McPherson square, intersection of Vermont avenue and 15th street between I and K streets. Ward's equestrian statue of General Thomas, Thomas circle or Circle of Victory, intersection of Massachusetts and Vermont avenues and 14th street. Mrs. Ream Hoxie's statue of Admiral Farragut, Farragut square, intersection of Connecticut avenue and 17th streets, between I and K streets. Bailey's statue of General Rawlins, Rawlins square, New York avenue, between B and D and 18th and 19th streets (south-west of Department of State). Flannery's statue of Lincoln, on marble column, in front of District Court House, D and 4½ streets. Simmons' Naval statue, or Monument of Peace, Pennsylvania avenue at western base of Capitol Hill. Reitschel's statue of Martin Luther, intersection of Vermont avenue and 14th street, front of Memorial Lutheran Church.

NORTHEAST DISTRICT.—Brown's statue of General Nathaniel Greene, intersection of Massachusetts and Maryland avenues and 5th street, E. Ball's Emancipation Group, on Lincoln Park, East Capitol street and 12th street, one mile east of the Capitol). Greenough's colossal statue of Washington is in the east park, directly east of the Capitol portico. Statue of Chief Justice John Marshall, near the Capitol. Within the Capitol are many statues and paintings.

There are many fine fountains in the various parks of the city, the handsomest being the celebrated Bartholdi Fountain, in the Botanical Garden.

Friday morning, October 5, there will be an omnibus transfer from Willard's to the railway station, and the cars will be taken for New York *via* Baltimore, Wilmington, and Philadelphia. Dinner will be provided in Philadelphia. New York will be reached in ample time to connect with the Norwich Line of steamers, which leave pier No. 40, North River, at 5.00 P. M. Stateroom berths and supper will be served on board. New London will be reached at an early morning hour, and Boston will be reached by rail at 7.50 A. M.

It is worthy of note that the party will pass through portions, at least, of nine different States in the course of its wanderings.

ITINERARY.

MONDAY, Sept. 24.—Leave Boston by the Norwich Line (station of New York & New England Railroad, foot of Summer street) at 3.30 P. M. On arrival at the station members of the party should check their baggage to Baltimore. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at New London at 7.50 P. M.; go on board steamer "City of Worcester;" supper and stateroom berths furnished.

TUESDAY, Sept. 25.—Arrive in New York about 7.00 A. M.; breakfast on board of the steamer; ferry transfer to Jersey City, and at 9.00 A. M. leave by rail; arrive at Philadelphia 11.30 A. M.; dinner at station dining-rooms; leave Philadelphia 2.00 P. M.; arrive at Baltimore 6.00 P. M.; omnibus transfer to the Carrollton, J. P. Shannon, manager.

WEDNESDAY, Sept. 26.—Omnibus transfer from the Carrollton to station of Western Maryland Railroad, and at 8.00 A. M. leave Baltimore by said line; on arrival at Gettysburg the party will take carriages for a ride over the battle field and to the principal points of interest, accompanied by an accomplished guide; return to the Eagle Hotel for dinner; leave in the afternoon *via* Western Maryland Railroad, arriving at Blue Mountain House 7.26 P. M.

THURSDAY, Sept. 27.—At Blue Mountain House. Carriage ride in the forenoon, visiting High Rock, Mount Quirauk, Brinkwood, Ragged Edge. Pen-Mar, etc.

FRIDAY, Sept. 28.—Leave Blue Mountain House *via* Western Maryland Railroad, 6.30 A. M.; arrive at Hagerstown, Md., 7.12 A. M.; leave Hagerstown 7.25 A. M. *via* Shenandoah Valley Railroad; arrive at Luray, Va., 10.53 P. M.; stop at the Luray Inn; carriage transfer from the hotel to the Luray Caverns, and an inspection of the same during the afternoon; carriage transfer from the caverns back to the hotel.

SATURDAY, Sept. 29.—Leave Luray, *via* Shenandoah Valley Railroad, 10.53 A. M.; arrive at Natural Bridge station 3.15 P. M.; stage transfer to the Natural Bridge Hotels; the tickets will include admission to the Natural Bridge Park during the stay here, and there will be an illumination of the bridge and the cascades on the evening of arrival.

SUNDAY, Sept. 30.—At Natural Bridge.

MONDAY, Oct. 1.—At Natural Bridge. Leave Natural Bridge Hotels by stage at 8.00 A. M., and Natural Bridge station, on the Richmond & Alleghany Railroad, by train at 9.26 A. M.; dinner at Lynchburg, Va.; arrive at Richmond, Va., 4.50 P. M.; omnibus transfer to Ford's Hotel.

TUESDAY, Oct. 2.—In Richmond. Carriage ride, visiting the tobacco factories and various points of interest in and about the city.

WEDNESDAY, Oct. 3.—Omnibus transfer to the station of the Richmond, Fredericksburg & Potomac Railroad, and at 7.25 A. M. leave Richmond by that line; arrive in Washington, D. C., 11.24 A. M.; omnibus transfer to Willard's.

THURSDAY, Oct. 4.—In Washington. Three hours' carriage drive, leaving the hotel at or before 10.00 A. M., and visiting the public buildings, chief public statues, and other points of interest.

FRIDAY, Oct. 5.—Omnibus transfer from Willard's to the railway station, and leave Washington at 9.00 A. M. for New York *via* Baltimore, Wilmington, and Philadelphia; dinner at Philadelphia; arrive at Jersey City 3.30 P. M.; ferry transfer to New York, and at 5.00 P. M. leave New York *via* Norwich Line steamer; supper and stateroom berths furnished.


SATURDAY, Oct. 6.—Arrive at New London, Conn., at an early hour, and leave by train on New York & New England Railroad 4.05 A. M. Lunch on boat before starting. Arrive in Boston 7.50 A. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals at Baltimore, Gettysburg, Blue Mountain House, Luray, Natural Bridge, Richmond, Washington, and Philadelphia; meals and stateroom berths on Norwich Line steamers going and returning; omnibus and stage transfers at Baltimore, Natural Bridge, Richmond, and Washington; ferry transfers at New York; carriage ride at Gettysburg, Blue Mountain House, Luray, Richmond, and Washington; admission to the Luray Caverns and Natural Bridge Park; all transfers, transportation, and care of checked baggage; services of conductors, etc.

The price of tickets for children between the ages of five and twelve years, SIXTY DOLLARS.

Tickets for the excursion must be taken on or before Thursday, September 20, four days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

 Tickets for the excursion and all required information may be obtained of
W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

THIRD AND LAST EXCURSION
TO THE
YELLOWSTONE NATIONAL PARK,
WITH AN ADDED TOUR
ACROSS THE CONTINENT.

A Picturesque Trip of Sixty-eight Days, with the Privilege of Remaining in California through the Winter and Spring Months..

The Party to leave Boston Monday, September 10, 1888.

Price of Tickets (all Traveling Expenses Included), \$535.00.

OUR third trip to the Yellowstone National Park, the present season, will have a grand supplementary tour across the continent, with incidental visits to the most picturesque regions on the Pacific Coast. The party will leave Boston Monday, Sept. 10, 1888, and follow the same route westward taken by the previous excursion parties, visits being made *en route* to Chicago, Milwaukee, the Dells of the Wisconsin, St. Paul, Minneapolis, Lake Minnetonka, the Falls of Minnehaha, etc. Over a week will be passed in the Yellowstone National Park, with sojourns at the principal points and a complete round of the region of marvels. Mammoth Hot Springs, the Norris, Lower, Midway, and Upper Geyser Basins, and the picturesque Cañon of the Yellowstone, will in turn be inspected, and sufficient time is afforded to make the visits thorough and satisfactory. The Excelsior Geyser (in the terrible cauldron known as "Hell's Half Acre) has resumed action this year. Its hourly displays are among the grandest spectacles witnessed in the park. Leaving the park Thursday, September 27,

the party will turn westward from Livingston, continuing its journey over the main line of the Northern Pacific Railroad. In the course of the tour the entire length of this great transcontinental line, from St. Paul to Tacoma, and from Tacoma to Portland, will be traversed, including the newly completed route over the Cascade Mountains. The Belt Mountains and, farther west, the main range of the Rocky Mountains are crossed. Helena, the capital of Montana, is situated upon the railway 124 miles west of Livingston. The charming scenery around Lake Pend d'Oreille, in Idaho, and the passage of the Cascade Mountains, with its glorious views of Mount Tacoma, the mountain giant of the Pacific Northwest, are later features in this grand journey. On arriving at Tacoma (Saturday, September 29), there will be a season of rest at The Tacoma, a magnificent hotel situated upon the shores of Puget Sound, with a fine outlook upon the lofty mountain just referred to. A steamer trip across Puget Sound, with visits to Seattle, Port Townsend, and Victoria, will be the next feature. The scenery upon Puget Sound is of the grandest type. With an area of 2,000 square miles, it has an irregular and picturesque shore line about 1,800 miles in extent. In one direction Mount Tacoma is seen rising to the height of 14,444 feet above us. In another, Mount Baker is seen — a shapely peak, 10,800 feet high. At the head of the broad peninsula of Washington Territory, lying west of the sound, is the noble Olympic range, a mass of ridges and peaks from 6,000 to 8,000 feet high. Tacoma, Seattle, and Port Townsend are growing cities on the shores of this great inland sea; and just across the border, in the Dominion of Canada, are Victoria and Vancouver City. At other points are huge saw-mills, the largest in the world, which, with all their destructive powers, seem to have made but little impression upon the vast forests of gigantic fir trees. The waters are everywhere very deep, and there is room enough to float the navies of the whole world. Mount Tacoma, the proud warder of this "Mediterranean of the North," lifts

his brow into the region of perpetual snow. Five great glaciers glisten upon the upper slopes of this lofty mountain, or at morning and evening flush into roseate hues. Victoria is the capital of British Columbia, and is one of the most beautiful cities upon the Pacific Coast. The British government has an important naval station at Esquimalt, a few miles distant from Victoria, and in the course of our stay there will be a carriage ride thither.

Returning to Tacoma by steamer, the party will go by rail thence to Portland, where there will be another halt, with a side trip up the Columbia River. The symmetrical cone of Mount Hood and the massive dome of Mount St. Helen's are prominent objects in the outlook from Portland. On the way up the river, the former is seen in many varying aspects. Cape Horn, Rooster Rock, the Pillars of Hercules, Castle Rock, and the Falls of Multnomah are also among the grand scenic features of the middle Columbia. The up-river trip will be made by steamer, the party proceeding as far as Dalles City, and thus gaining views of all the grand scenery. The return journey will be made by rail.

The overland trip from Oregon to California will be a feature of great interest. There are many fine mountain views upon the route; and the most picturesque section of the journey, including the passage through the upper Willamette and Sacramento valleys, over the Siskiyou Mountains, and through the grand Mount Shasta region, will be made by daylight. Mount Shasta is 14,442 feet in elevation, and rises in a shapely snow-covered mass far above the beautiful stretches of Strawberry Valley. It is an extinct volcano and one of the loftiest and grandest mountain forms on the Pacific Coast. The railway line is a part of the great Southern Pacific system. We continue southward, with Shasta long in view, descending into the broad and fruitful valley of the Sacramento, which we traverse for its entire length.

San Francisco will be reached *via* Oakland, and during our sojourn in the handsome city by the Golden Gate we shall make our home at the magnificent Palace Hotel. There will be ample time, not only for an inspection of San Francisco, but also for a series of delightful excursions to other interesting points. A programme feature will be a trip to Monterey, one of the loveliest seaside resorts in the world; and in connection with this excursion a visit will be made to Santa Cruz, another famous watering-place. The new and elegant Hotel del Monte, which eclipses the old establishment in point of size and magnificence, will be our headquarters while in Monterey. This establishment, and also El Carmelo, a hotel situated at Pacific Grove, three miles distant, is under the experienced management of Mr. Georg Schönewald. The beautiful suburban retreat, San Rafael, is another place to be visited. This town is delightfully situated near Mount Tamalpais, and is famed as a health resort. A new and elegant hotel, The Rafael, was opened last year, under the management of Mr. W. E. Zander.

The journey will be continued from San Francisco southward over the Southern Pacific Company's Line, and the next halt will be made in the garden spot of the Pacific coast — Southern California. There will be special visits to Santa Barbara, Long Beach, Pasadena, Los Angeles, San Diego, and other places of interest; and, as the excursion tickets permit the holder to remain upon the Pacific Coast until the ensuing spring, the charms of Southern California may be enjoyed to the fullest extent.

While the programme date of departure from Southern California on the homeward trip is November 3, yet individuals can prolong their stay, as already pointed out, with the opportunity of joining subsequent returning parties under special escort, or of traveling independently, the tickets being good upon any first-class train. If desired, a prolonged stop may be made at San Francisco, or in any other part of Central or

Southern California. On the way southward a divergence may be made from the main route at Berenda, for the purpose of visiting the Yosemite Valley and Big Trees. A railroad line extends from Berenda to Raymond, and the farther journey is made by stage. Another delightful side trip may be made from San Jose (on the Santa Cruz and Monterey route) to the summit of Mount Hamilton. It should be noted that the time chosen for our visit to California is at the height of the grape-gathering season, when the vineyards will have an especial charm.

The homeward route from Southern California will be over the Atchison, Topeka & Santa Fe Line, which takes a traveler through very picturesque sections of Arizona, New Mexico, and Colorado, and in proximity to some of the quaint habitations of the Pueblo Indians and the still stranger places of abode of prehistoric races. The southern border land is filled with romance and historic interest; and much of the old Spanish life, with its peculiar manners and customs, is yet seen in its half-Mexican towns.

Halts will be made at both Santa Fe and Les Vegas Hot Springs, a Sunday being passed at The Phoenix, in the last-mentioned place. After journeying through Arizona and New Mexico, crossing the Raton Mountains, from the latter into Colorado, and then traversing the great State of Kansas, Kansas City and the Missouri River are reached. We here transfer from the Santa Fe Line to the popular Chicago, Rock Island & Pacific Railway, for the further ride through Missouri, Iowa, and Illinois to Chicago. On leaving that city we journey eastward over the Chicago & Grand Trunk Railway.

A halt will be made at Niagara Falls, and time afforded there for an inspection of the great cataract and all the other points of interest. The party will reach Boston on the morning of Friday, November 23.

We have outlined very briefly one of the grandest excursions we have ever planned, and one that affords unusual scope and variety in its scenic features.

Only a limited number of passengers can be taken on this excursion.

W. RAYMOND.

I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION TO COLORADO

AND "AROUND THE CIRCLE" FOR ONE THOUSAND MILES IN THE

ROCKY MOUNTAINS,

Leaving Boston Monday, September 10 and returning Friday, October 5.

PRICE OF TICKETS, all Traveling Expenses Included **\$215.00.**

For Children between the ages of 5 and 12 years (not including separate sleeping-car berth) **\$150.00.**

INDEPENDENT TICKETS, including railway fare to Pueblo, Colorado Springs, Manitou Springs, and Denver, and return, Pullman Palace Car accommodations, all meals, and other incidentals of the journey both ways, but without hotel board or side trips in Colorado. **\$125.00.**

OUR second tour through Colorado, embracing the most picturesque regions of the Rocky Mountains, will occur in September. Visits will be made to the Veta Pass, the San Luis Park, Alamosa, the Toltec Gorge, Durango, the Cañon of the Rio Las Animas, Silverton, Bear Creek Falls, Ouray, Montrose, the Black Cañon of the Gunnison, the Gunnison Basin, the elevated Marshall Pass, Salida, the Royal Gorge, Colorado Springs, Manitou Springs, the Garden of the Gods, Denver, Clear Creek Cañon, Silver Plume, Georgetown, etc. During the trip "Around the Circle," which embraces all the points of interest already enumerated, and many more beside, all

travel will be by day, the party resting at comfortable hotels at night. This is the most comprehensive excursion through the Rocky Mountains yet planned. It includes all the grandest scenic points on the Denver & Rio Grande Railway, and also some of the finest scenery on the mountain lines of the Union Pacific Railway, together with some of the most famous mining-camps and the chief cities of Colorado. The eastern lines over which the party will travel are among the finest in the country, and also include many places of interest. The entire tour will be found attractive, and it presents a magnificent opportunity to view some of the grandest scenery in America at a cost that is small in comparison with the expense of an individual trip. In addition to this consideration is the important one that many special sight-seeing facilities are to be enjoyed in this excursion that the individual tourist could not possibly command.

Persons desirous of remaining in Colorado, or at other western points, longer than is contemplated by the itinerary, can do so, and those who desire to visit certain cities or health resorts in the mountain region, without making the side-trips, can also be accommodated.

There will also be an independent trip outward, with Monday, October 8, as the date of departure from Boston.

W. RAYMOND.

I. A. WHITCOMB.

Copies of the full descriptive circular, together with all needed information, can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON MASS.

GRAND EXCURSION
TO THE
PACIFIC NORTHWEST AND CALIFORNIA,
VIA THE
Northern Pacific Railroad,

**The magnificent Overland Route from Oregon to San Francisco, and a Return
through Southern California, Arizona, New Mexico, Colorado, etc. A
Tour of Sixty-one Days, with the option of remaining in
California through the Winter and Spring Months.**

Date of leaving Boston, Monday, October 8, 1888.

Price of Tickets (all Traveling Expenses Included), - - \$475.00.

OUR second transcontinental excursion over the Northern Pacific Railroad has been arranged for October, a most delightful month for traveling. The party will leave Boston Monday, October 8, and proceed westward over the Fitchburg, West Shore, Grand Trunk, and Chicago & Grand Trunk lines, reaching Chicago on the morning of the 10th. On the following day at 12.05 P. M., the westward journey will be resumed *via* the Rock Island & Albert Lea Route. There will be a visit to Minneapolis and a sojourn over Sunday at St. Paul. Leaving the latter city Tuesday, October 16, the party will journey over the Northern Pacific Railroad, passing through those empires

of the Northwest — Minnesota, Dakota, Montana, Idaho, and Washington. The great wheat section of Dakota, the picturesque "Bad Lands," the Yellowstone Valley, the Belt Mountains, the Rocky Mountains, the great gorges of Western Montana, the beautiful lake region of Northern Idaho, the magnificent valleys of the Spokane, the Columbia, and the Yakima, and the Cascade Mountains are upon this great route. The western terminus is at Tacoma, upon the shores of Puget Sound. We shall reach that point Thursday, October 18, and, after a sojourn at the splendid hotel "The Tacoma," visit Seattle and Victoria, making a steamer excursion over the whole length of the sound. Continuing *via* the Northern Pacific Line to Portland, Or., we shall make another halt, first taking a side trip to the Dalles of the Columbia, in order to view the matchless scenery of that great river. Leaving Portland Thursday, October 25, we shall proceed over the Southern Pacific Company's Overland Line to California, passing by rail the entire distance through the magnificent scenic regions of the upper Willamette, the Siskiyou Mountains, the Mount Shasta district, and the upper Sacramento. San Francisco will be reached Saturday morning, October 27, and there will be a sojourn at the Palace Hotel, with subsequent visits to San Rafael, Santa Cruz, and Monterey.

After completing the round of Central California resorts, the party will proceed southward by the Southern Pacific Company's Railroad line to Santa Barbara, Los Angeles, Pasadena, Long Beach, and San Diego. The tickets will permit the holders to remain at San Francisco, Santa Cruz, Monterey, or other points before proceeding to Southern California, and also to extend the stay through the winter, if desired, either in Central California or at Pasadena or other Southern California points.

The programme date for leaving Los Angeles, Pasadena, and San Diego is Tuesday, November 27, when the party will take its departure by the Atchison, Topeka & Santa

Fe Line; but passengers who prolong their stay on the Pacific Coast may avail themselves of subsequent dates to travel with a party, or may go independently on any train. The homeward route will be through Arizona, New Mexico, Colorado, and Kansas, with stops at Santa Fe and Las Vegas Hot Springs; from Kansas City over the Chicago, Rock Island & Pacific Railway to Blue Island Junction (and Chicago if desired); and thence *via* the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, the West Shore, and the Hoosac Tunnel and Fitchburg lines. A visit will be paid to Niagara Falls, and Boston will be reached on the morning of Friday, December 7.

W. RAYMOND.

I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

TWO GRAND AUTUMN TRIPS
TO
SOUTHERN CALIFORNIA,
BY A DIRECT AND EXPEDITIOUS ROUTE.

The Return Tickets by Five Different Routes Good until July, 1889.

Dates of Leaving Boston Monday, September 10, and Monday, October 8.

IN addition to our two excursions to the Pacific Coast over the Northern Pacific Railroad, we shall have two autumn trips to Southern California over the direct line of the Atchison, Topeka & Santa Fe Railroad, the dates of departure being the same as in the other tours; viz., Monday, September 10, and Monday, October 8. These are intended for persons who desire to reach Southern California by a direct route and as expeditiously as may be consistent with perfect comfort. The halts by the way are intended for rest, and will comprise a stay at Chicago from morning until early evening, another at Kansas City, twenty-four hours, and a sojourn at Las Vegas Hot Springs over Sunday. Pasadena, Los Angeles, Riverside, San Diego, Long Beach, Santa Barbara, and other points in Southern California will be reached on the tenth day, and San Francisco, Monterey, Santa Cruz, San Rafael, or Napa Soda Springs the day following. These trips will be carried out upon the same plan that has made our winter excursions of the past few years so acceptable and popular, and ticket-holders will possess all the advantages given in connection with the later excursions in the season of 1888-89. The tickets supply every needed comfort during

the transits to and from California, including sleeping-car accommodations, meals, transfers, and board at hotels, but leave the holders to dispose of their time in California in accordance with their own preferences. Hotel coupons, which supply board at the leading hotels at reduced rates, may be availed of for the whole or a part of the time, if desired, and our excursions to Mexico, the Sandwich Islands, and elsewhere, which are to take place in the course of the season, may also be included. The return tickets are good until July, 1889, and the purchaser can journey eastward by any of five different routes, making his selection when he applies for his ticket. There will be returning excursions under personal escort over four of these routes, and the tickets are equally good for independent use on any train, insuring in all cases first-class accommodations and privileges. With every ticket there are coupons enabling the holder to visit all the leading health and pleasure resorts of California, including not only Pasadena and Los Angeles, but also San Diego, Long Beach, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Rafael, and Napa Soda Springs. These may be used at any time during the season, so that the holder can move about from place to place as circumstance and individual taste may dictate. The scope of the excursions has been enlarged this season by adding San Diego, Santa Barbara, and Long Beach to the list of places that can be visited without extra cost.

The return routes are as follows: Route A—Atchison, Topeka & Santa Fe Line, with seven parties under special escort, leaving Los Angeles and Pasadena November 6, November 13, November 26, December 4, January 22, February 26, and April 16. Route D—Southern Pacific Company's Line to Ogden, and thence over Denver & Rio Grande Line, with eight parties under special escort, leaving San Francisco March 6, March 20, March 27, April 3, April 17, May 1, May 29, and June 5. Route E—Southern Pacific Company's Oregon Line to Portland, and thence over Northern

Pacific Railroad, with three parties under personal escort leaving San Francisco April 4, June 13, and June 20. Route F—Southern Pacific Company's Oregon Line and Oregon Short Line in combination with Denver & Rio Grande Railway, with two parties under personal escort, leaving San Francisco April 8 and May 20. Route B is eastward from Ogden *via* the direct "Overland Route" of the Union Pacific Railroad, and may be availed of by the holders of tickets by either Route D or Route F. In connection with two of the excursions returning over Route E (those leaving San Francisco June 13 and June 20) there will be a side trip of a week through the Yellowstone National Park.

The price of tickets will be as follows:—

Returning by Route A (Atchison, Topeka & Santa Fe Line), \$285 for adults; \$155 for children under the age of twelve years.

Returning by Route D (Denver & Rio Grande Line), \$325 for adults; \$165 for children under the age of twelve years.

Returning by Route E (Northern Pacific Railroad), \$385 for adults; \$205 for children under the age of twelve years. Side trip through the Yellowstone National Park, \$65.

Returning by Route F (Oregon Short Line), \$400 for adults; \$215 for children under the age of twelve years.

W. RAYMOND.
I. A. WHITCOMB.



Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

NINE GRAND WINTER TRIPS — TO — CALIFORNIA.

A Choice of Two Different Outward Routes to California, and Five Different Routes Returning.

ELEGANT PALACE SLEEPING-CARS AND PALACE DINING-CARS.

— ALSO SOJOURNS AT —

The Raymond, at Pasadena; the Hotel Del Monte, at Monterey; the Palace Hotel, at San Francisco; the Hotel Del Coronado, at San Diego; the Hotel Rafael, at San Rafael; the Arlington, at Santa Barbara; and other Famous Pacific Coast Resorts.

SEVENTEEN RETURNING PARTIES FROM CALIFORNIA.

Return Tickets good on any Train, and on any date independent of the parties if desired.

OUR annual series of winter trips to California for the season of 1888-89 will be unusually attractive. There will be nine different trips in addition to the September and October excursions, elsewhere referred to. These tours permit the widest possible liberty to the individual tourist, with a choice of two routes on the outward journey, and four different returning routes, and seventeen dates when parties will return under special escort. In all our trains the best available accommodations in the line of sleeping-car and dining-car service will be brought into requisition. The dates of departure from the East extend through the autumn, winter, and early spring.

Outward by Route A (Santa Fe Line).

There will be five excursions over the Atchison, Topeka & Santa Fe route, with a sojourn over Sunday in Chicago, these being in addition to the two autumn trips (September 10, and October 8). The several dates of departure from Boston, and of arrival at Pasadena and Los Angeles, are as follows:—

LEAVE BOSTON.

THURSDAY, November 8, 1888.
THURSDAY, December 6, 1888.
THURSDAY, January 10, 1889.
THURSDAY, February 7, 1889.
THURSDAY, March 7, 1889.

ARRIVE AT PASADENA AND LOS ANGELES.

SATURDAY, November 17, 1888.
SATURDAY, December 15, 1888.
SATURDAY, January 19, 1889.
SATURDAY, February 16, 1889.
SATURDAY, March 16, 1889.

Outward by Route C (via New Orleans).

There will be four outward trips through the South and westward from New Orleans by the Southern Pacific Company's "Sunset Route." One of these will include a sojourn in New Orleans during the *Mardi Gras* carnival (Tuesday, March 5). The dates of departure from Boston and of arrival at Los Angeles and Pasadena will be as follows:—

LEAVE BOSTON.

MONDAY, January 7, 1889.
MONDAY, January 28, 1889.
TUESDAY, February 26, 1889.
MONDAY, March 11, 1889.

ARRIVE AT LOS ANGELES AND PASADENA.

TUESDAY, January 22, 1889.
TUESDAY, February 12, 1889.
WEDNESDAY, March 13, 1889.
TUESDAY, March 26, 1889.

All the excursion tickets include visits to San Francisco, Monterey, San Diego, Santa Barbara, Long Beach, Santa Cruz, San Rafael, Napa Soda Springs, and other leading points of interest on the Pacific Coast.

RETURNING EXCURSIONS.

There will be seventeen returning excursions under personal escort over four different routes, and a fifth route may be availed of by persons who desire to travel independently over a portion of the homeward journey. In all cases the tickets will be good for use independently on the several routes, the holders being entitled to first-class accommodations on any train.

The dates of return from Los Angeles by Route A (the Sante Fe Line) are as follows:—

LEAVE LOS ANGELES.

TUESDAY, November 27.
TUESDAY, January 22.
TUESDAY, February 26.
TUESDAY, April 16.

ARRIVE IN BOSTON.

FRIDAY, December 7.
FRIDAY, February 1.
FRIDAY, March 8.
FRIDAY, April 26.

The dates of return from San Francisco by Route D (Denver & Rio Grande Line) are as follows:—

LEAVE SAN FRANCISCO.

WEDNESDAY, March 6.
WEDNESDAY, March 20.
WEDNESDAY, March 27.
WEDNESDAY, April 3.
WEDNESDAY, April 17.
WEDNESDAY, May 1.
WEDNESDAY, May 29.
WEDNESDAY, June 5.

ARRIVE IN BOSTON.

FRIDAY, March 22.
FRIDAY, April 5.
FRIDAY, April 12.
FRIDAY, April 19.
FRIDAY, May 3.
FRIDAY, May 17.
FRIDAY, June 14.
FRIDAY, June 21.

The dates of return from San Francisco by Route E (Northern Pacific Line) are as follows: —

LEAVE SAN FRANCISCO.

THURSDAY, April 11.

THURSDAY, June 13.

THURSDAY, June 20.

ARRIVE IN BOSTON.

FRIDAY, May 3.

FRIDAY, July 5.

FRIDAY, July 12.

The dates of return from San Francisco by Route F (Oregon Short Line) are as follows: —

LEAVE SAN FRANCISCO.

MONDAY, April 8.

MONDAY, May 20.

ARRIVE IN BOSTON.

FRIDAY, May 3.

FRIDAY, June 14.

PRICE OF TICKETS.

In the following list of prices, all traveling expenses are included: viz. railway passage and a double sleeping-car berth (half a section) to and from California, except that children's tickets cover separate sleeping-car berths only on the Denver & Rio Grande Western and the Denver & Rio Grande (narrow gauge) Railways; incidental meals; board at hotels when the same is necessitated in the stops by the way, and transfers; together with side trips to Long Beach, Riverside, San Diego, Santa Barbara, San Rafael, Monterey, Santa Cruz, Napa Soda Springs, and all other points mentioned in the different itineraries, and three days' board after arrival in California.

Outward by Route A (Santa Fe Line).

LEAVING BOSTON NOV. 8 AND DEC. 6, 1888, AND JAN. 10, FEB. 7, AND MARCH 7, 1889.

	Adults.	Children under 12
Returning by Route A.....	\$285.00	\$155.00
“ “ “ D.....	325.00	165.00
“ “ “ E.....	385.00	205.00
“ “ “ F.....	400.00	215.00

Outward by Route C (Southern Pacific Co.'s Line *via* New Orleans).

LEAVING BOSTON JAN. 7, JAN. 28, AND MARCH 11, 1889.

	Adults.	Children under 12.
Returning by Route A.....	\$330.00	\$170.00
" " " D.....	370.00	200.00
" " " E.....	420.00	230.00
" " " F.....	435.00	245.00

Outward by Route C (Southern Pacific Co.'s Line *via* New Orleans).

LEAVING BOSTON FEB. 26, 1889.

	Adults.	Children under 12.
Returning by Route A.....	\$345.00	\$185.00
" " " D.....	385.00	215.00
" " " E.....	435.00	245.00
" " " F.....	450.00	260.00

NOTE REGARDING ROUTE E.—In connection with two of the excursions returning over Route E, there will be a side trip of a week, under special escort, through the Yellowstone National Park.

W. RAYMOND.

I. A. WHITCOMB.

A full descriptive circular, tickets, and all required information can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

TWO GRAND TOURS

—THROUGH THE—

SOUTHERN STATES, MEXICO, AND CALIFORNIA,

With visits to the Mammoth Cave of Kentucky

and the principal cities of the South; an extended

Round of Travel through Mexico, with sojourns at its

chief cities and places of historic and picturesque

interest, and including nearly two weeks in the

City of Mexico; and a subsequent trip through

the most delightful regions of the Pacific Coast

and homeward through Utah, Colorado, Etc.

A GRAND EXCURSION OF EIGHTY-TWO DAYS.

Dates of leaving Boston, Monday, January 14, and Monday, February 11.

Arrangements have been made for two grand excursions through the Southern States, Mexico, and California during the season of 1888-89, each of which will extend over a period of eighty-two days. The dates of departure from Boston are Monday, January 14, and Monday, February 11, and the round of travel will include Cincinnati, the Mammoth Cave of Kentucky, Louisville, Ky., Nashville, Tenn., Montgomery, Ala., New Orleans, Houston, Galveston, San Antonio, El Paso, and other southern points. Twenty-six days will be passed in Mexico, with visits to Paso del Norte, Chihuahua,

Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, the City of Mexico (where nearly a fortnight will be passed), Toluca, Orizaba, Cordoba, the Falls of Atoyac, Puebla, the Pyramids of Cholula, Tlaxcala, and the interesting city of Guadalajara, to which railway communication has recently been opened. On returning from Mexico the parties will visit the Pacific Coast and travel through its most interesting and picturesque sections. In the course of this part of the trip there will be sojourns at Riverside, San Diego, Los Angeles, Long Beach, Pasadena, Santa Barbara, San Rafael, Santa Cruz, Monterey, San Francisco, etc. Leaving San Francisco Wednesday, March 20, and Wednesday, April 17, the parties will journey eastward *via* the Southern Pacific Company's Ogden Line to Ogden, and thence over the Denver & Rio Grande Railway through the most picturesque cañons, gorges, and passes of the Wahsatch Range and the Rocky Mountains. Visits will be paid to Salt Lake City, Manitou Springs, Denver, and from the latter city an interesting trip will be made over a mountain division of the Union Pacific Railway to Idaho Springs, Georgetown, and Silver Plume. The dates of returning to Boston are Friday, April 5, and Friday, May 3.

The sojourn in California can be prolonged at the pleasure of the ticket-holder, and hotel coupons, which supply board at the leading Pacific Coast resorts at reduced rates, may be had for the extra time if desired. The tickets are good for returning independently on any train.

PRICES OF TICKETS.

For the regular tour (January 14 to April 5, or February 11 to May 3), all traveling expenses included, \$700.

For the tour through the South, Mexico, and California, then returning *via* Oregon,

Washington Territory, Puget Sound, and eastward over the Northern Pacific Railroad, all traveling expenses included, \$760.

For the same tour, with the addition of an excursion of one week through the Yellowstone National Park, all traveling expenses included, \$825.00.

In addition to the two excursions through Mexico and California already referred to, there will be an excursion in March through the Southern States and Mexico, without the farther trip to California. This tour will occupy about forty-four days.

W. RAYMOND.

I. A. WHITCOMB.

Descriptive circulars, tickets, and all required information regarding the Mexico excursions can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

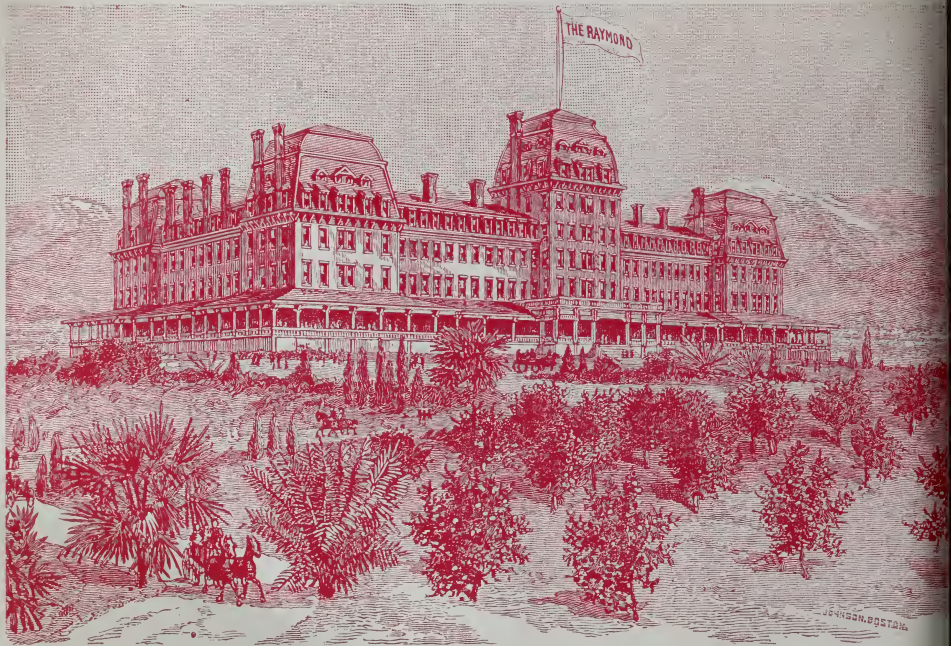
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HENRY GAZE & SON,
European Agents for Raymond's American Excursions.





THE RAYMOND.

At East Pasadena, California, eight miles from Los Angeles.